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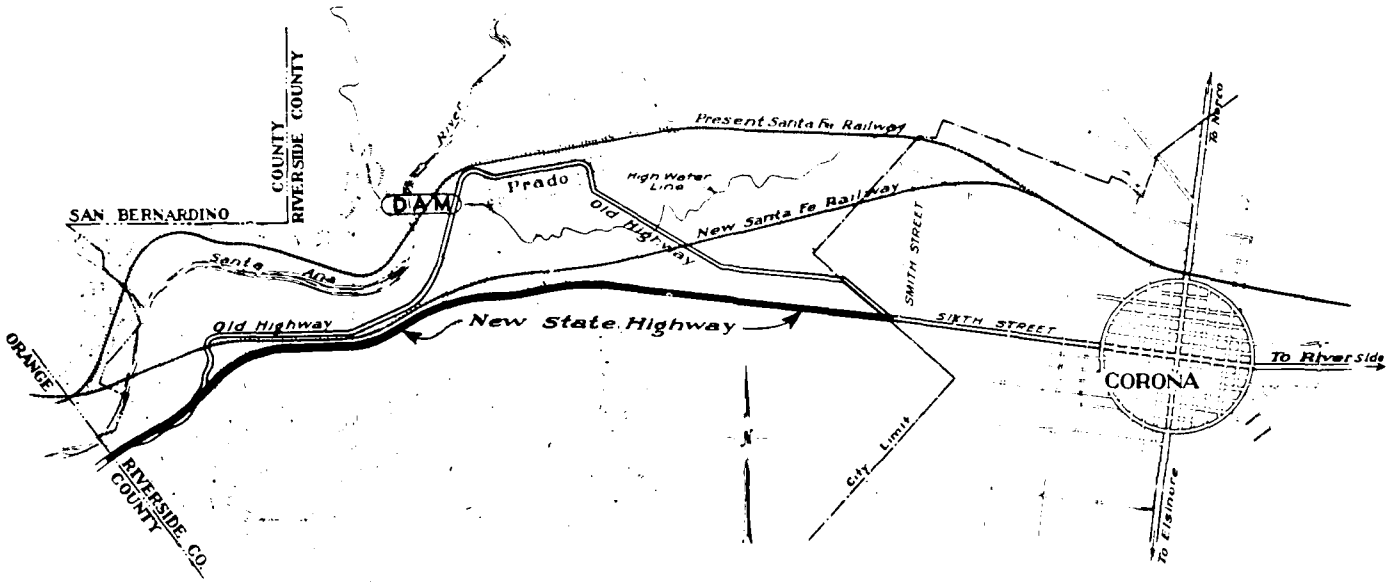
THE POMONA-RINCON ROAD AND ITS PLACE IN THE REGIONAL TRANSPORTATION NETWORK



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REPORT DOCUMENTATION [redacted]		READ INSTRUCTIONS BEFORE COMPLETING FORM
1. REPORT NUMBER	2. GOVT ACCESSION NO.	3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle) The Pomona Rincon Road and Its Place in the Regional Transportation Network		5. TYPE OF REPORT & PERIOD COVERED Final 6. PERFORMING ORG. REPORT NUMBER
7. AUTHOR(s) Hatheway, Roger G.		8. CONTRACT OR GRANT NUMBER(s) DACW09-88-D-0007 Delivery Order No.5
9. PERFORMING ORGANIZATION NAME AND ADDRESS Infotec Research Inc., Greenwood and Associates 19524 Hillsdale Dr. Sonora, California 95370		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS
11. CONTROLLING OFFICE NAME AND ADDRESS U.S. Army Corps of Engineers, Los Angeles Dist. 300 Los Angeles Street Los Angeles, California 90012		12. REPORT DATE October 19, 1989 13. NUMBER OF PAGES 79
14. MONITORING AGENCY NAME & ADDRESS(if different from Controlling Office)		15. SECURITY CLASS. (of this report) Unclassified 15a. DECLASSIFICATION/DOWNGRADING SCHEDULE

16. DISTRIBUTION STATEMENT (of this Report)

Unlimited Distribution: Available fron the National Technical Information Service, 5385 Port Royal Road, Springfield, VA, 22161

17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)

18. SUPPLEMENTARY NOTES

19. KEY WORDS (Continue on reverse side if necessary and identify by block number)

History
Transportation
Riverside County
San Bernardino County
Historic Engineering
Historic Roads

20. ABSTRACT (Continue on reverse side if necessary and identify by block number)

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Unclassified

SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)

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The Serrano (PB-95) still stands, partially collapsed and seasonally inundated, where the Pomona-Rincon Road crosses Chino Creek. By itself, it would not be eligible because of impaired integrity and lack of engineering innovation or other special qualities. However, it is an element of the historic road, and is the only surviving example of the Prado Basin bridges.

THE POMONA-RINCON ROAD AND ITS PLACE IN THE REGIONAL TRANSPORTATION NETWORK

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In partial fulfillment of Contract No. DACW09-88-D-0007
Cultural Resources Services for
Civil Works Projects in Southern California
Delivery Order No. 5

October 19, 1989

ABSTRACT

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1. INTRODUCTION

Nature of the Investigation

Cultural resources studies conducted for the Los Angeles District, U.S. Army Corps of Engineers (CoE) in the Prado Basin have been pursued at several levels: the early inventories of visible or predicted sites were compiled through a series of surveys supported by historical research, largely using secondary sources; selected sites representing different periods and functions have been chosen for focused archaeological excavation to assess their significance according to the criteria of integrity and research potential. This investigation is the third type of study, a broad, thematic approach to one of the key factors which influenced the settlement, development, and ultimate abandonment of the Prado Basin as a place of occupation, community, and private business enterprise on personally-owned land.

Roads in general, and the Pomona-Rincon road in particular, have been identified as historical properties which will be affected by the Santa Ana River Project. The objectives of this study were to document and evaluate the road and one of its bridges (PB-95), and to compile information about the topic of transportation to guide the analysis of other roads, trails, and related transportation facilities in the project area.

The report will be used by the CoE for project planning purposes which may include designing a cultural resource significance evaluation for other routes of travel, developing a mitigation program to minimize impacts to significant cultural resources, and recommending project alternatives.

Environmental Setting

The Prado Basin includes all land below the proposed 566-foot amsl taking line established by the height of the Prado Flood Control Dam. The area is bounded on the west by the Chino Hills and Route 71; to the north, by an approximation of Pine Avenue and the Chino-Corona Road; to the east, by the Norco bluff; and on the south side, by Prado Dam (Figure 1.1). These are, of course, arbitrary boundaries dating only to completion of the dam in 1941. Routes of travel did not commence or terminate at this perimeter, but in fact connected very distant points at a surprisingly early point in time.

The Basin presently includes portions of San Bernardino and Riverside counties. Corona is about four miles to the southeast, and Chino is about three miles to the north. Physiographically, the area is bounded by the Chino Hills to the west and the Santa Ana Mountains on the south. The Basin is formed by the confluence of all the drainages within the San Bernardino Valley. Chino Creek, Mill Creek, and Temescal Wash all flow into the Santa Ana River before the river enters the Santa Ana Canyon and flows south through Orange County to the sea.

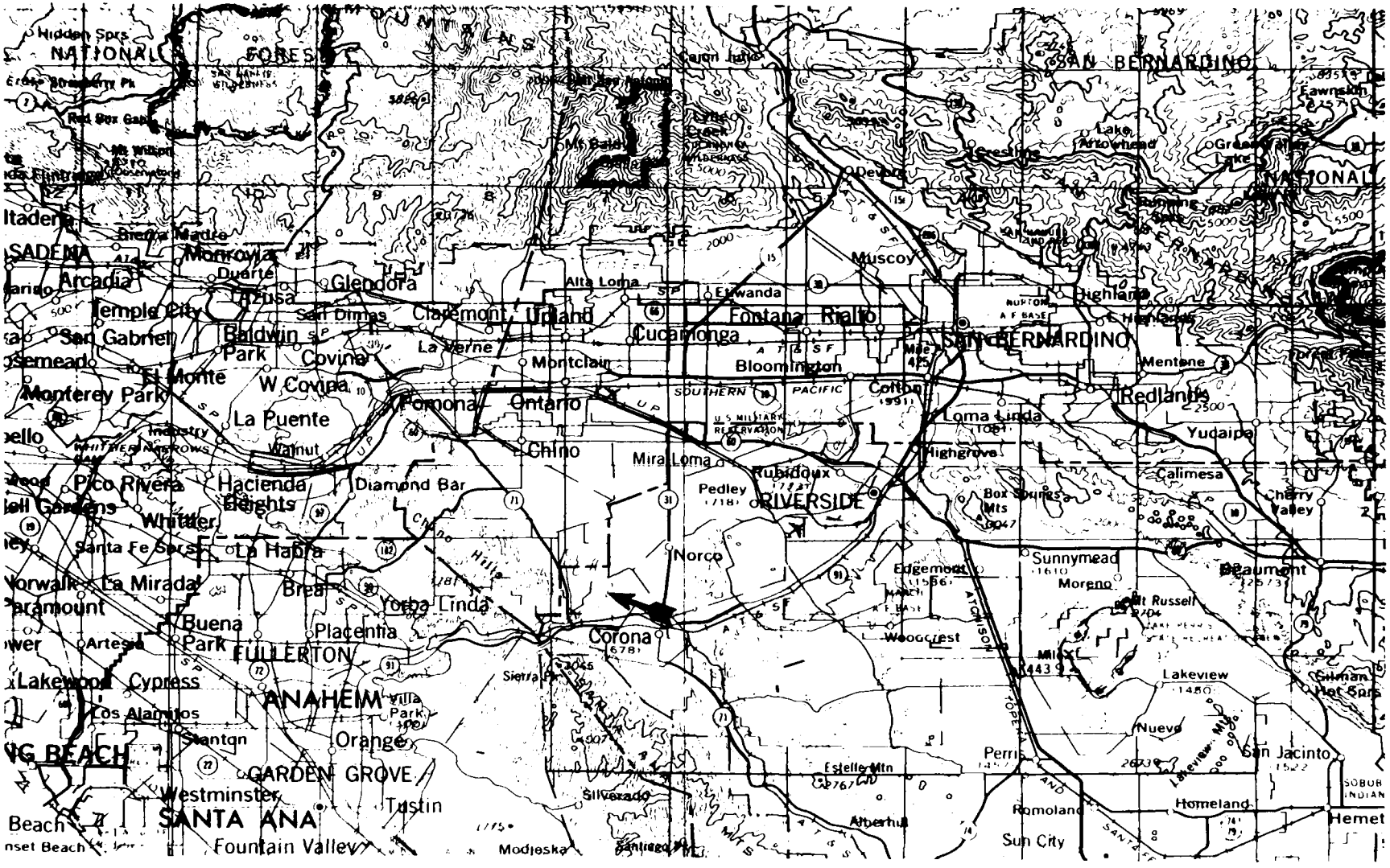


Figure 1.1. Vicinity Map.

Methods and Sources

Maximum use was made of primary and original source material. Surveyors' notes and maps for the study area were examined at the Bureau of Land Management (BLM) office, Riverside. The original maps and notes are on film at this location, and copies of the appropriate documents were made as each document was examined. The maps and surveyors' notes are organized by rancho name, and/or by Township and Range.

Portions of the study area were first officially surveyed in 1853, as part of the definition of township and range exterior boundary lines. The exterior boundary surveys generally contain relatively little site-specific information. They do, however, present a very early descriptive overview of the general study area. More importantly, rancho boundaries and government lands continued to be intensively surveyed from the mid-1850s throughout the 1870s. Follow-up surveys, resurveys, and disputed boundaries continued to be surveyed well into the twentieth century.

The General Land Office (GLO) surveyors' notes were also extensively used in the preparation of this report, with particular emphasis on the early period of roadway development. However, many of the map references are not noted in the surveyors' notes, much in the same manner that surveyors' note references often do not appear on the final plat map. Finally, the date of the map is often later than that of the survey itself, as a function of the process of map production and the government's production of several generations of plat maps for the same survey area.

San Bernardino County Board of Supervisors Minutes were consulted for the specific dates and dedications of roadways within the study area. Road abandonment files, located at the Clerk of the Board of Supervisors' office, were also reviewed, as were the San Bernardino County Road Books, for the period extending from the 1880s to 1900.

Early water records for the study area, prior to the formation of Riverside County in 1892, are located at the San Bernardino County records storage warehouse, Rialto Street, San Bernardino. The index to these records is organized by applicant name and by location. Here, the individual name index was used as a reference guide, providing useful biographical information on early Prado Basin study area residents and persons associated with roadway developments.

In an effort to gather additional information regarding early resident names associated with roads within the study area, San Bernardino County assessors' records for 1873-1874 were consulted. The original Auditor's volume for these years is located in the California Room, San Bernardino Public Library, San Bernardino. This is an excellent source of information, as the names are not only alphabetized, but the place of residence is also listed. In this instance "Rincon" was listed as a place name, and it included almost all of the present study area.

The early resident name list was also checked with reference to the Homestead Records and Patent indexes for San Bernardino County. If a "targeted" or roadway-associated name was found, then the appropriate record was checked with reference to date, property location, etc.

Phase II Archaeological Studies of the Prado Basin and the Lower Santa River (Langenwalter and Brock 1985) was reviewed in an effort to cross-reference the earlier documented roadway improvements with specific biographical data.

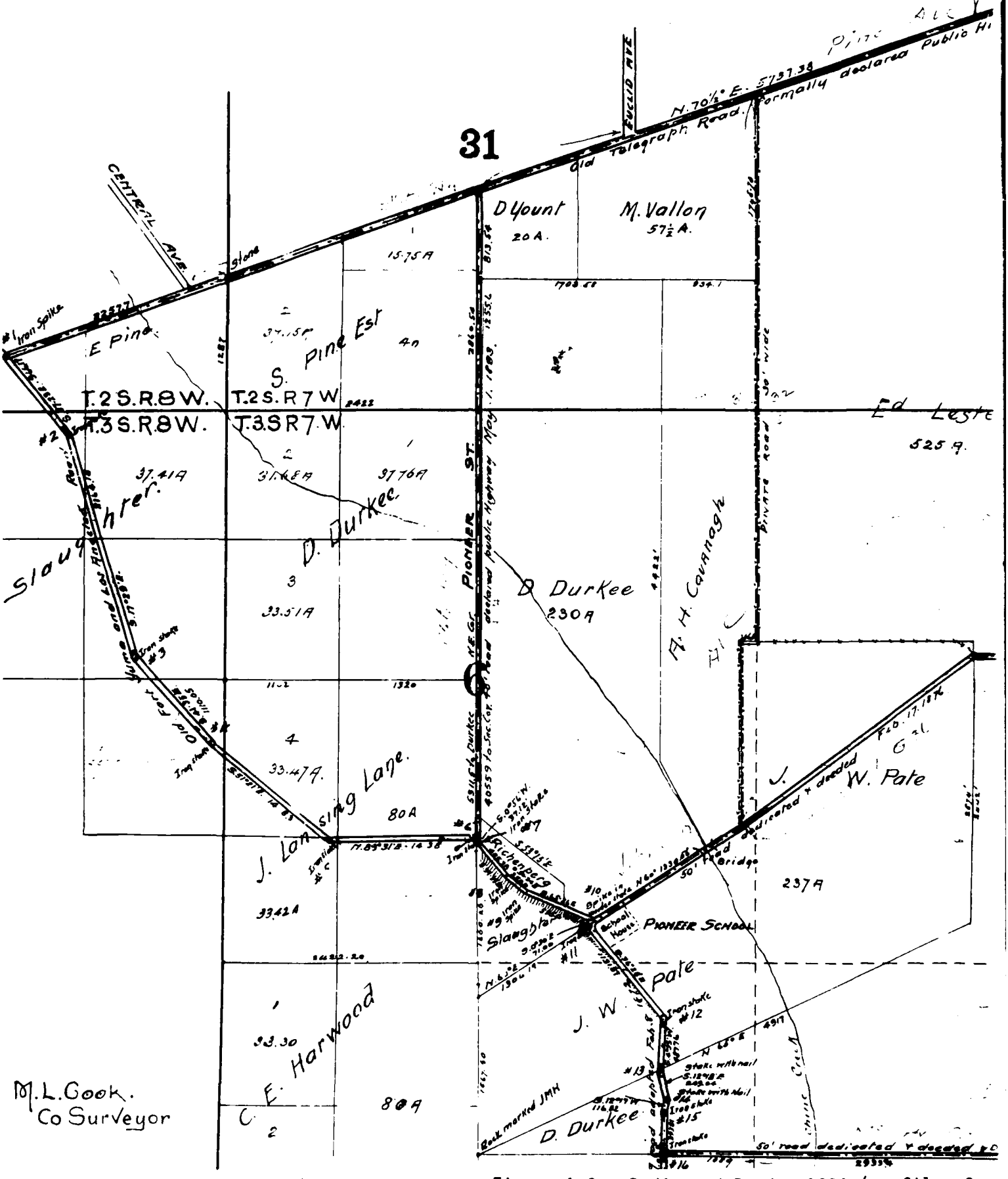
Perhaps the most important individual source utilized during the archival research portion of this report was a San Bernardino County road survey map prepared in 1904 (Figure 1.2). This map contains most dedication dates of roads within the county at that time. Nearly all of the roads to the south, then in Riverside County, were originally deeded, dedicated, and declared as open prior to the establishment of Riverside County. The map is located in the San Bernardino County Engineers Office, and is referenced as:

> PLAT SHOWINC ROADS IN RINCON RANCH AND VICINITY
> Shows T2S R8,7,6,W and T3S R8,7,6W
> Surveyed by M. L. Cook
> July 1904
> NOTE: Property Ownership, "Grave Yard," "Pioneer School," "Chino Creek," Street names, Private Roads, "Valley School," "Old Fort Yuma and Los Angeles Road," Dedication Dates

Additional maps and drawings located at the San Bernardino County Engineers Office depicted several bridges in the Prado Basin study area.

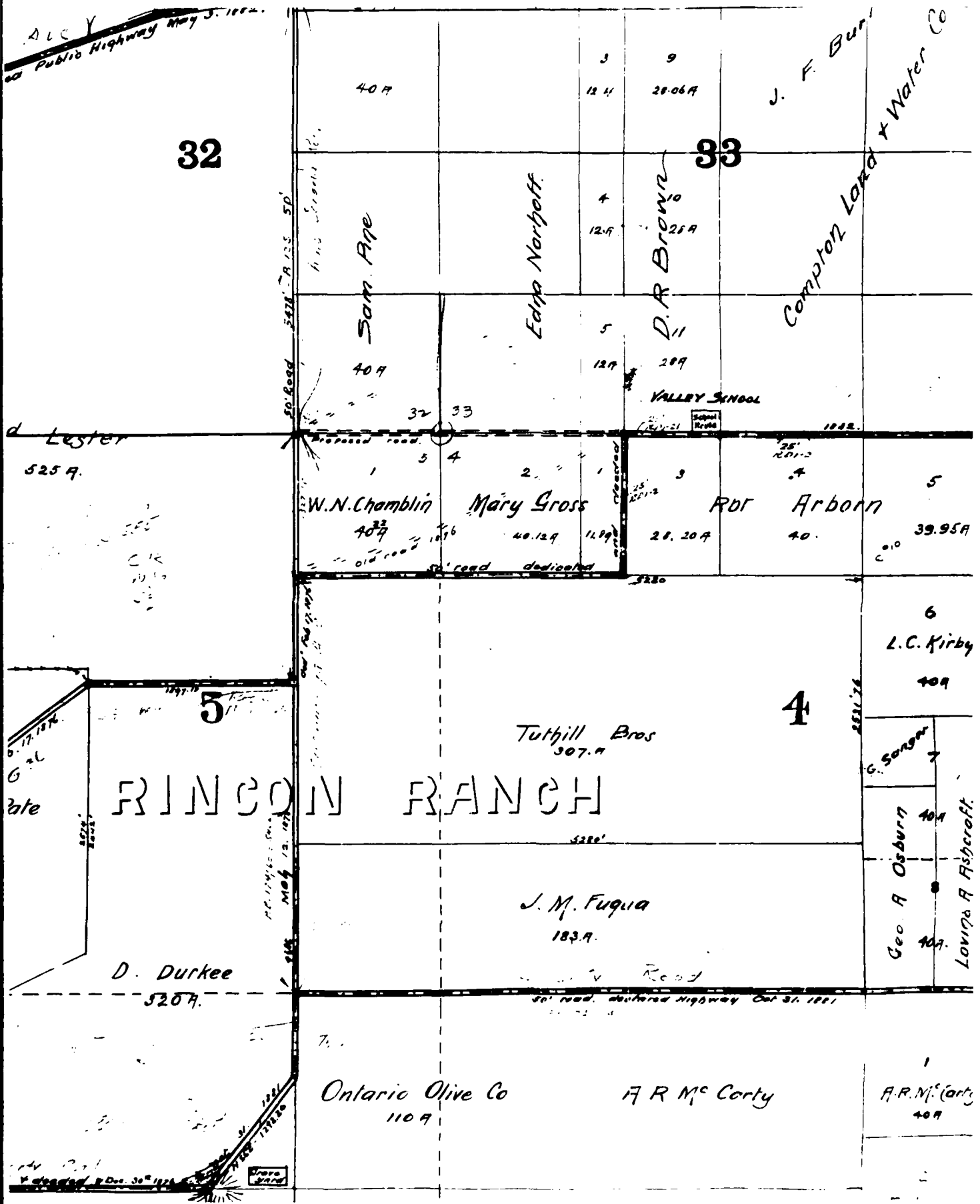
Several important discoveries were made during the course of this investigation with regard to the best use of sources of information consulted. Each of these is discussed in greater detail within specific sections of this report. Briefly, it would appear that simple consultation of the earliest known surveyors' notes and GLO maps, relating to transportation systems, is not sufficient to provide an accurate data base for historical and interpretive purposes. The maps and notes only extend as far back as the early 1850s, and they were drawn with property boundaries, not roadway locations, in mind. These same limitations apply to the majority of subsequent government surveys conducted throughout the period extending from the 1860s to the 1880s. Any accurate depiction of a transportation system during the nineteenth century must include review of the surveyors' notes and maps, but should also rely heavily upon consultation of additional sources including exploration journals, diaries, county Board of Supervisors Minutes, and county Road Books.

All of these resources must be consulted in order to obtain a reasonably accurate picture of transportation and associated developments within a given region. Finally, it appears that many place names and cultural resource locations noted here as associated with transportation systems have only recently been identified as significant resources within the Prado Basin study area. The most notable of these is Guapa, a San Gabriel Mission outpost or Indian rancheria. Without



M. L. Cook.
Co Surveyor

Figure 1.2. Dedicated Roads, 1904 (on file, San



file, San Bernardino County Engineers Office).

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this and numerous other similar reference points being known, it would have been difficult to write a history of transportation within the Prado Basin study area at the present level of detail.

The history of transportation within this region is exceedingly rich, and the development of the transportation system had clear and distinct impacts on the settlement and development patterns of the study area. Transportation in the Prado Basin is inextricably intertwined with the broader development and settlement of southern California. Beginning with an Indian trade route leading from the Los Angeles basin to the Colorado River, the history includes exploration expeditions, Mission trails, one of the first public highways in southern California, the Colorado Road, the Gila Trail, the Emigrant Trail, and the Butterfield Overland Mail route. It is an exciting history, and is surely one which adds to better understanding of this important corner of California history, the Rincon/Prado Basin study area.

2. EXPLORATION AND EARLY TRAILS

Early Exploration and Discovery

The earliest historical account of travel through the Prado Basin study area is commonly credited to the 1774 expedition of Juan Bautista de Anza, who was en route from Sonora, Mexico, to Monterey, California. During this journey the group passed through the San Bernardino Valley on its way to Mission San Gabriel, and an account of this expedition often serves as an introductory paragraph to any history of the Prado Basin region. One such account reads:

> The Rincon Rancho area was probably first seen by non-Indians in March of 1774 when Juan Bautista de Anza brought a party of 34 soldiers through the San Bernardino Valley... . Since Anza's route is believed to have been approximately that of the modern Southern Pacific Railroad, the party indeed may have passed near the future rancho... . For the next several years the Anza Trail was much used, being a good alternative to the undependable sea link with Mexico [TCR 1983:9].

Historians have not been incorrect in previous assessments of the importance of the Anza Expedition. However, several interesting questions arise upon further consideration of the data. The most obvious question is how did Anza know where he was going? Perhaps more interesting is the question of why (if he knew where he was going) did such a route already exist?

The answer to the first question is rather straightforward. Quite simply, the first Anza Expedition had a guide. As one transportation historian noted:

> The first person known to have traveled the entire distance from San Gabriel to Sonora was not a Spaniard, however, but a Cochimi Indian from Baja California named Sebastian Taraval. Taraval had gone to California with the Portola Expedition, but in 1771 he and several other companions fled from San Gabriel. They made their way over the trail subsequently followed by Anza as far as the Imperial Valley Kamia village of San Sebastian. From that point Taraval's little party attempted to reach Quechan by a direct route through the sand hills west of Yuma, but only Taraval himself survived to reach the Colorado River. From the latter place he was taken to Sonora by Salvador Palma, a leader of Quechan. In 1774 Taraval was able to serve as a guide for the first Anza expedition [Forbes 1964:104].

The answer to the first question is, rather clearly, that Anza had a very good idea as to where he was going because he had Sebastian Taraval as a guide. How Taraval knew where he was going is somewhat

less clear, but infinitely more interesting with reference to early Indian trade networks and trails. It would appear, from a review of various accounts of Spanish exploration, that as early as 1602 (Vizcaino Expedition), there is evidence that Indian trade routes existed between the Colorado and the Santa Barbara area. This was confirmed in 1604-1605 during well-documented encounters made as part of the expedition of Juan de Onate (Forbes 1964:101-103). Of the 22 "prehistoric" (i.e., Indian) sites within the proposed Prado Basin Archaeological District (Goldlberg and Arnold 1988), at least two appear to represent the Late, Protohistoric, or Contact periods, and additional examples may be buried under the silt behind the dam.

Little is known of the Yuma trail during the period extending from 1605 to the late 1690s. It is likely, however, that earlier established routes continued to be well traveled, and that the San Bernardino-Sonora Road/Yuma Route was one of these. Various Spanish exploration parties made trips along the Gila River in the 1690s. In February of 1699, Father Eusebio Kino and Juan Mateo Manje, guided by a Papago Indian leader, made a trip to the Gila, and Kino subsequently went down to the Colorado. Between 1700 and 1702, Father Kino made several additional trips to the Colorado. By March of 1702, Kino had clearly established that a trade route existed, and that California was not an island. In his 1702 report he wrote:

> At the same time I made further and further inquiries as to whence came the blue shells, and all asserted that there were none in the nearest Sea of California [Gulf of California], but that they came from other lands more remote.
>
> I have discovered with all minute certainty and evidence, with mariner's compass and astrolabe in my hands, that California is not an island but a peninsula... and that in thirty-two degrees of latitude there is a passage by land to California, and that only to about that point comes to a head the Sea of California [Beattie 1925: 232-233].

Seventy-two years would pass until Spanish use was made of the route that Kino knew to exist. The Anza Expedition, as most histories of the Prado Basin study area note, is rightfully credited with having made the first non-Indian trek across what would later be known as the San Bernardino-Sonora Road on its way to San Gabriel. This route is generally thought to have passed to the north and east of the present study area, crossing the Santa Ana River immediately south of Riverside, and traveling northwest to the north of Chino and thence through the Tonner Canyon pass to San Gabriel. Clearly, this route served as a form of Indian trade system arterial trail, and almost certainly connected to a secondary trail network within the study area (Figure 2.1).

Spanish interests in the Yuma route, as established by Anza, were interrupted in 1781 when the Quechan Indians rebelled. Numerous parties of soldiers were sent out as punitive expeditions in 1781-1782, and several, including Pedro Fages, reportedly traveled the length of the

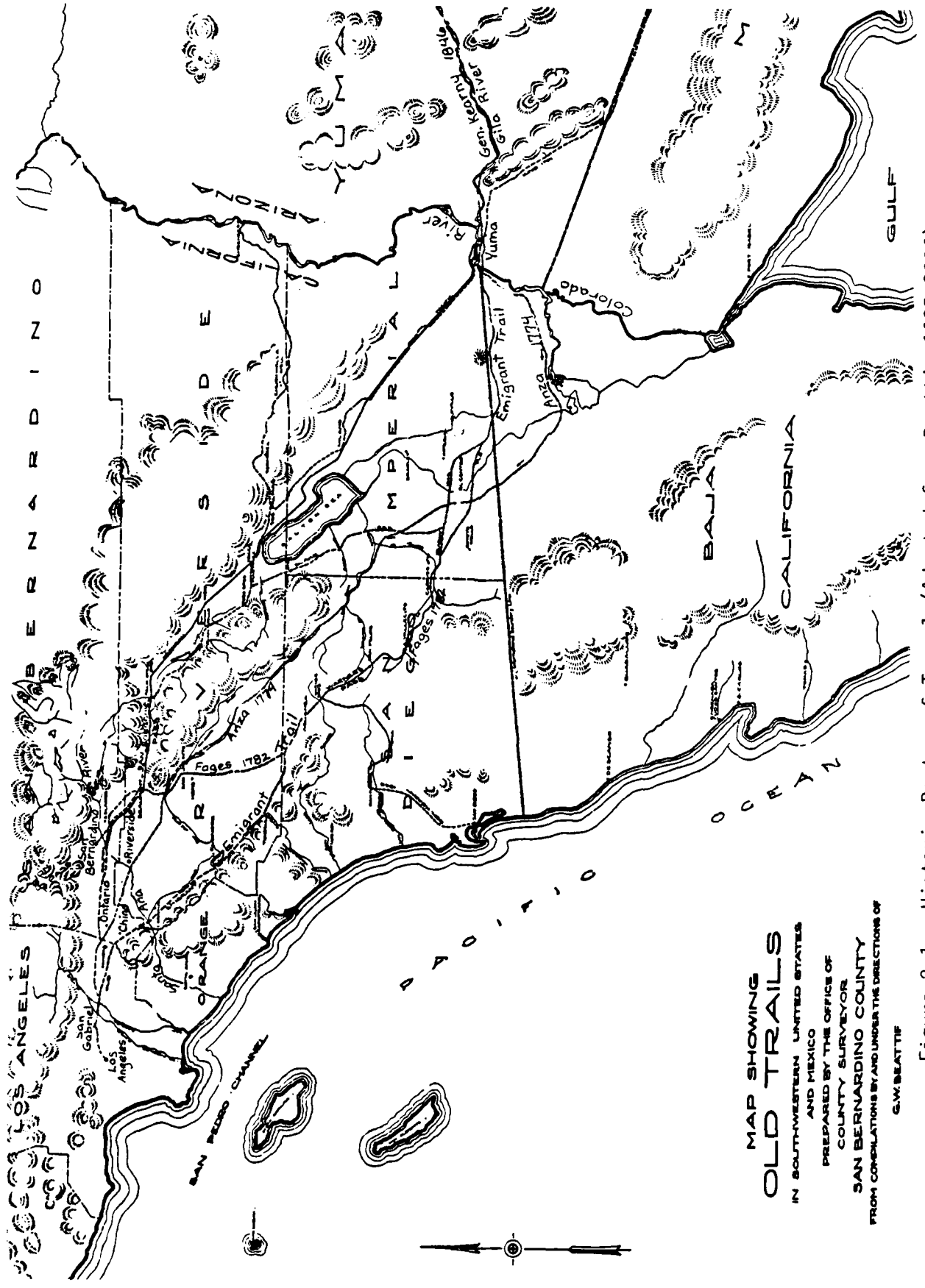


Figure 2.1. Historic Routes of Travel (Adapted from Beattie 1925:228f).

route from Sonora to California. As part of his second expedition, Fages made what would become a major discovery in the later development of the Yuma route as it led through the Prado Basin study area. In 1782, he became the first European to open the way from Warner's Pass to the desert. This pass would later figure quite prominently in the development of the Emigrant Trail past Temecula, Lake Elsinore, and into the Prado Basin. In 1783, however, the use of the route was abandoned, and in 1786 it was prohibited as all troops were needed to defend Sonora (Forbes 1964:105).

Throughout the period extending from the 1790s to the early 1820s, the Yuma Route (path of the Anza Expedition) continued to be used by the Quechan, but apparently was unused by Spanish parties despite a genuine interest in the route (Forbes 1964: 106). But, during this interim period, developments near the San Gabriel end of the route may well lead to a much clearer understanding of early travel across the present Prado Basin study area.

The Road to San Gabriel via Guapa

By 1822, the San Bernardino "Asistencia" (actually a rancho) had been established as an outpost of the San Gabriel Mission. At this time, the main route from San Gabriel to the asistencia is thought to have "led via Guapa," and not by way of the much more direct later route south of Cucamonga (Beattie 1925: 236). The actual asistencia was not truly established until the 1830s, but a mission outpost or cattle rancho had been established by this time. The most accurate account of the relationship between the rancho/asistencia, Guapa, and San Gabriel is contained in the diary prepared by Father Sanchez describing a trip he and Father Payeras, of San Diego, made throughout the San Bernardino Valley in 1821. On October 1, 1821, the two men set out from Guachama, near the present location of the asistencia, en route to San Gabriel. Sanchez wrote:

> About four in the morning we set out towards the west by the road that leads to San Gabriel. About seven in the morning we arrived at Jubuval on the bank of the Santa Ana. Continuing our journey we reached Guapia (a cattle ranch for San Gabriel in the Santa Ana River bottoms southwest of Riverside) about nine-thirty. We ate and at four in the afternoon we started to Ajuenga which we reached at nightfall. Then we proceeded to San Gabriel where we arrived about eight o'clock in the evening, having traveled about twenty-one leagues from San Bernardino [Beattie 1923:17].

The issue of what or where Guapa was has been of considerable interest to historians of the Chino Valley/Riverside area. Hancock's survey field notes clearly refer to this as both a place (Hill of Guapa) and a general area (Guapa Rancho), supposedly on the lands claimed by Bandini as Rancho Jurupa. This is, however, confused somewhat by a later reference to "The Road from Jurupa to Guapa." For example, a Hancock survey map, prepared in 1856, noted the location of the Jurupa to Guapa Road. This road is located near the extreme southwest corner

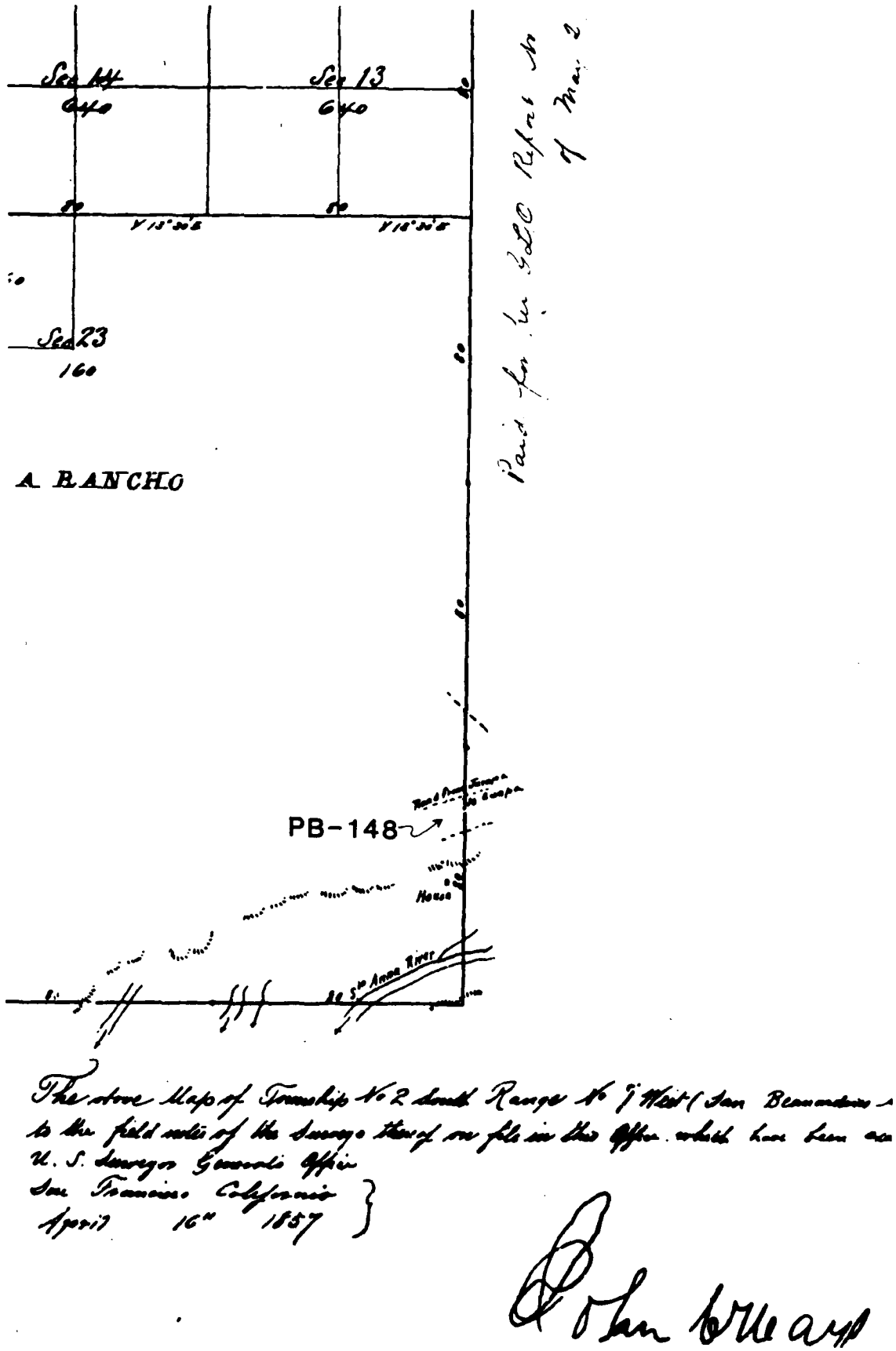


Figure 2.2. Portion of GLO Map, Hancock, 1856, showing the Road to Guapa (PB-148). (On file, Bureau of Land Management, Riverside.)

of Rancho Jurupa, and it leads to the southwest (Figure 2.2). This would imply that Guapa is located to the southwest of the noted location of the road, at a point within or directly adjacent to the project area.

This possibility is of particular importance to the transportation history of the study area. Specifically, an 1822 yearly report from Mission San Gabriel regarding the founding of the asistencia noted:

> This locality (San Bernardino)... is traversed by the road to the Colorado River... . It (the asistencia) lies at a distance of fifteen or sixteen leagues from this mission, across an expanse of chamisa brush which skirts the mountain range, through which a road could be opened [Beattie 1925:236].

If this is true, it would imply that the more direct later route (south of Cucamonga) was not yet established, that the main route to the Colorado River actually went through Guapa, and that this mysterious place was possibly adjacent to or immediately within the present study area. This is, in fact, the route that both Sanchez and Payeras took and described in 1821. This would also imply that what was then, in 1822, understood as the Yuma Route (Anza and Fages expeditions route) may also have led along the San Gabriel-Guapa-Rancho Asistencia alignment at least as far as the Jurupa/Riverside area. This is truly a matter of conjecture at present. Regardless, the first documented European road or trail to cross the study area was the route from San Gabriel to the San Bernardino rancho/asistencia. The actual route of the Anza and Fages expeditions will probably never be known. A route through the study area, however, would appear to be at least as likely as the one often proposed (along the approximate path of the present Southern Pacific tracks) to the north of the study area. Interestingly, the Southern Pacific alignment has long been the subject of historical criticism, and it is somewhat surprising that recent histories cling to it as the most viable alternative. As early as 1908, this route was regarded as less than credible.

> This interpretation [the Southern Pacific route] was not disputed until 1908, when Mr. Zoeth S. Eldredge studied the diaries and published the results of his labors in the "Journal of American History," using the material later in his book, "The Beginnings of San Francisco." He argued that Anza's route lay south of Mt. San Jacinto, crossing the Santa Ana River near the present city of Riverside; and that the valley west of San Jacinto and not the San Bernardino Valley was the one that Anza named "San Joseph" [Beattie 1923:12].

In effect, the alternate Anza/Yuma Route southern alignment from Riverside, through Guapa, and onwards to San Gabriel seems all the more likely upon consideration of routes known to exist in the early 1820s. Regardless, use of the Yuma Route continued to develop throughout the 1820s. In particular, it was the route selected by several groups of trappers and traders. Jack Forbes, in his study on the history of the route before 1846, concluded:

> Thus by 1827 a route from New Mexico and northern Sonora to California had been opened up, not by Spaniards or Mexicans, but by Anglo-Americans, albeit with the use of Indian and probably Mexican guides. From this point onward it would appear that the route from Sonora to California was used each season; that aside from those parties bound for California or Sonora, there were a number of trapping expeditions, such as that of Yount in 1827-28 that were content to merely trap upon the Gila and Colorado without going on to the coast [Forbes 1964:111].

Forbes probably overstates his case with regard to the singular importance of Anglo-Americans to the opening of the route, as both Mexicans and Indians are known to have traveled the route very heavily during the 1830s and 1840s. He is correct, however, in his statement that the first regular European use of the route following its closure to Spanish travel in 1783 was due to increasing Anglo-American exploration, trade and traffic.

In summary, the early history of transportation within the general Prado Basin study area can be related to important prehistoric trade networks, Spanish exploration and military expeditions, early Anglo-American trade, and, in general, the early settlement of the Los Angeles Basin. The first recorded European exploration of the region was clearly that of the 1774 Anza Expedition. It is clear that Anza was led by Sebastian Taraval, an Indian, and that Taraval probably followed the path of a long and well established Indian arterial trade route. The first historical reference to a road within or immediately adjacent to the study area is in 1821, as part of the Sanchez report noting the road which led from Guachama to San Gabriel via Guapa (Guapia). It is important to note that Sanchez refers to this as "the road that leads to San Gabriel," and not as an alternate trail or secondary/southern roadway. In 1822, this same alignment is referred to as the route which leads to both the Colorado River and Rancho San Bernardino (later the asistencia). If this reference is accurate, then the actual route of the Anza and Fages expeditions may also have crossed close to or within the boundaries of the study area. The actual route of these early expeditions probably will never be known, and the exact alignments are not of major significance to the history of the study area itself. What is important is the fact that by 1822 an important road did cross or come extremely close to the study area, and that an actual road system was clearly in place in the San Bernardino Valley area prior to the 1821 trip made by Sanchez and Payeras. Finally, during the 1820s the Yuma Route had been opened to more extended use due to the interests of Anglo-American traders and trappers. The traffic over the Yuma Route/San Bernardino Sonora Road would, during the 1830s and 1840s, increase dramatically. Admittedly, much of this traffic crossed by the more direct route established in the 1820s leading from San Bernardino to San Gabriel (Beattie 1925: 236). However, during this same period alternate emigrant routes would be opened which clearly crossed the boundaries of the Prado Basin study area. In effect, travel within the general region of the study area was a more-or-less known entity by the

early 1820s, and the stage was set for more extended early travel through and settlement within the Prado Basin.

The Jackson Expedition of 1831

The 1830s emerge as a critical period of development with regard to transportation between Los Angeles and the Colorado River. During this period the use of the more direct route from San Gabriel to the Colorado River via San Bernardino was heavily traveled. By 1831, however, yet another variant of the Yuma route had been opened. It will be recalled that Fages made the first known use of Warner's Pass in 1782. This was a diversion from the earlier Anza route, and it appeared to offer much better overall conditions of travel. Fages diverted from the Anza trail near San Jacinto, heading south instead of southeast, on the southern slope of the mountains. The route through Warner's Pass appears to have been adopted by several of the 1820s trader and trapper expeditions. In 1831 the first documented use of a route to Los Angeles from Warner's Pass, by way of Temecula and Lake Elsinore, was made. This route was later designated as the "Colorado Road" in Warner's reminiscences. He recounted a trip made from San Diego to Los Angeles, en route to the San Francisco area with a large herd of mules and horses. In March of 1831 the group returned to Los Angeles, and eventually set out for the Colorado River. The original eleven-man group included J. J. Warner and David E. Jackson, a former associate of Jedediah Strong Smith. Of the return trip, Warner wrote:

> It was resolved that Jackson should return to New Mexico over the route by which he came... . In May, the return party... left camp on the Santa Ana River at the Sierra Rancho... for the Colorado River where we arrived in June and found the river nearly bank full [Warner 1908:179].

The opening of this portion of the Colorado Road, later a portion of the Emigrant Trail and Butterfield Overland Stage route, was of singular importance to the history of transportation within the Prado Basin study area. The alignment led north from Warner's Pass by way of Temecula and Lake Elsinore. It passed through what is now Corona, and crossed the Santa Ana River near the location of the town of Rincon/ Prado. It then traveled north, immediately to the west of Chino Creek, past Chino Rancho, and over the hills to San Gabriel. As Beattie notes, "this reference of the Sierra Rancho, on which is located the present City of Corona, fixes the route that the Jackson party must have taken" (Beattie 1925:238).

This route, then, presented a viable alternative to the earlier route taken by Fages to Warner's Pass by way of San Jacinto and Hemet. Both seem to have offered themselves as excellent routes to the Colorado River, and both were heavily utilized during the 1830s and 1840s. Precisely how much each route was used, in comparison to the other, will never be known, but various historical accounts make it clear that the route leading across the Prado Basin study area was of great importance.

Several additional details are relevant. First, Warner noted that they camped on the Sierra Rancho at the Santa Ana River. Quite clearly, Warner was referring to an area known at a much later date as a part of the Sierra Rancho, for the first ranch lands were not granted in the Prado Basin area until 1839, and the last (La Sierra) was made in 1846. As Beattie noted, this very clearly defines the location where the group camped, and the subsequent route that they took to the Colorado. More importantly, it calls to mind the fact that there were no historical resources, apart from Guapa and the roads themselves, located within the Prado Basin study area at the time the Jackson party first opened this segment of the Colorado Road in 1831.

In this regard, the early history of the study area is a rather classic example of the manner by which improved transportation ultimately leads to increased regional settlement and development. A historic transportation alignment, the mission-associated road to the Colorado River, existed in the Prado Basin area for nearly two decades prior to the construction of the first rancho residence (1838 Bandini Adobe south of the Santa Ana River). In addition, the Colorado Road, or that portion of it leading across the Prado Basin to Warner's Pass, was opened at least seven years before the construction of the first temporary Bandini adobe, and nearly a decade prior to the construction of the more prominent Bandini-Cota Adobe in 1840. In effect, improved transportation did not result in immediate or far-reaching developments within the study area. The fact that such a road system existed, however, very likely attracted the interest of the various applicants for ranch lands. The quality of the lands was known, access was already provided, and, if necessary, the relative safety, comfort, and provisions of Los Angeles were only about a day's ride away.

Consequently, for these and a variety of other more political reasons, the 1830s and 1840s witnessed the rise of the Rancho Period in the Prado Basin. Several great ranchos would be established: Rancho Jurupa, Juan Bandini, 1839; Rancho El Rincon, Juan Bandini, 1839; Rancho Santa Ana del Chino, Antonio Lugo (to Isaac Williams), 1841; and Ranchos la Sierra, Bernardo Yorba and Vicente Sepulveda, 1846. Yet, just as the rancho system was becoming fully developed in the late 1840s, events were taking place which would forever alter the course of history in the Prado Basin. These events are directly related to the history and development of transportation within the study area, and the fact that tens of thousands of emigrants would soon pass through the Prado Basin study area en route to the California gold fields.

The Forty-Niners and the Gila Trail

The discovery of gold in northern California led to an influx of emigrant parties into both northern and southern California. Many of these would take the Colorado Road, otherwise known as the Gila Trail or Emigrant Trail, from Texas to California. The famous tea caddy of gold did not reach Washington, D.C. until December 7, 1848, but by January of 1849, men were already en route to the mines via Los Angeles, and by way of Jackson's earlier route through Warner's Pass, Temecula, and Rincon, Chino, and San Gabriel.

Numerous historical accounts detail the rigors and the adventure of travel to California, as parties of men crossed the deserts and mountains in search of gold. One of the earliest and most articulate of these described the 52-man Duval party, as recounted by Benjamin Butler Harris. In 1849, Harris, an attorney and ex-school teacher, traveled what was then known as the Gila Trail, en route from Texas to the Mother Lode country of California with a group of men led by Captain Isaac H. Duval. From Yuma to the El Centro area, they closely followed the route taken by the 1774 Anza Expedition. Here, they diverted from the Anza trail, and proceeded north to Los Angeles by way of Warner's Pass, Temecula, Lake Elsinore, and Chino Ranch. The account later written by Harris, therefore, is one of the earliest detailed descriptions of this historic route (later known as the Colorado Road) as traveled during the early American period. Of the Prado Basin study area, he wrote:

> Nooning at Yorba's at the Santa Ana Crossing and passing through a growth of mustard ten feet high, we reached Chino before nightfall. Shall I never cease to thank and praise Don Julian Williams for his generosity and princely hospitality to the immigrants, myself included? Sans everything, offering to buy salt, potatoes, beef, etc., he made us help ourselves ad libitum refusing any pay whatsoever.
>
> Mexicans immigrating southward stole his horses, trading them to Americans coming this way. Often he recognized the brands and animals in the possession of countrymen going north. In no instance did I hear of his reclaiming the property. He would say that he was glad the property was being serviceable to them. When General Sutter was warmly thanked by the first California legislature for his aid to immigrants, the legislature did Colonel Williams an injustice in not including him in the vote also [1960:97].

Harris's description of travel through the Prado Basin study area is significant for several major reasons. It includes mention of the "Yorba's at the Santa Ana Crossing," and it fully states the importance of Isaac (Don Julian) Williams to the success of the immigrant traveler. Finally, it leads to some very definite conclusions about the route of the Colorado Road/Emigrant Trail within the Prado Basin study area.

Specifically, several Yorba residences are referred to in the field notes and surveyor maps relating to the Prado Basin study area (Hatheway 1989). The structure of most concern here is the one described by Hancock in 1853 as the "Ranch house of Las Yorbas." This survey notes the crossing of several trails, but no actual roads are mentioned. Clearly the surveyor was traveling at the extreme southern edge of the general study area. Hancock first noted the location of the "ranch house of Las Yorbas bears [north at] a point of land apparently at junction of Riv and dry bed of Arroyo." He then recorded the position of the "Ranch House of Las Yorbas" in relation to the "hill of Guapa." His

actual location at this point is somewhat unclear. However, it would appear that the ranch house of Las Yorbas referred to was located on the north bank of the Santa Ana River. Within the general study area, Hancock also noted "the line [of survey] crosses a portion of the Guapa Rancho, claimed by Don Juan Bandini, and in [unclear] through the canon of the Riv Santa Anna, a part of the Rancho of Don Bernardo Yorba" (Field Notes 1853).

Another Yorba structure appears to be situated on the south side of the Santa Ana River (Figure 2.3), and may be the structure later referred to as the "Old Ranch House of La Sierra," or simply "Old Ranch House" (PB-113). Regardless, neither of these two Yorba-associated structures is the Yorba-Slaughter Adobe, and one of them must represent the location of the place where members of the Duval party were "nooning at Yorba's at the Santa Ana Crossing."

This reference is particularly interesting as it would seem to indicate that the first location of a Yorba residence within the study area (north or south bank) may have been selected, in part, for its proximity to a pre-existing trail which would later be known as the Colorado Road. Yorba would, of course, later build what is now known as the Yorba-Slaughter Adobe in 1851. This structure is located considerably to the north of the Santa Ana River, but it would also be located directly adjacent to the Colorado Road/Emigrant Trail.

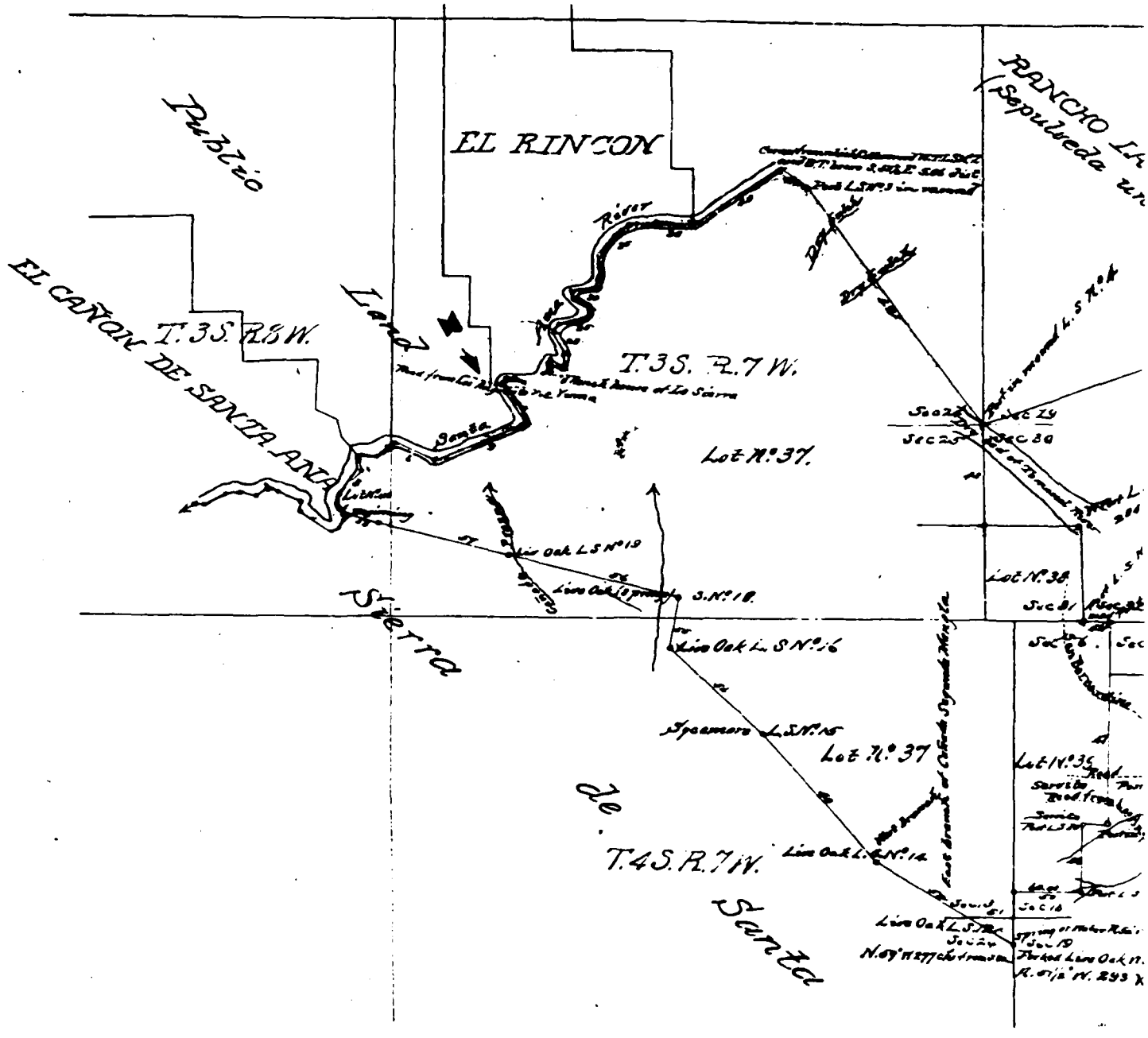
Harris's account also contains a personal opinion as to the role that Isaac Williams played in assisting the immigrant traveler, and in promoting the general influx of Anglo-American settlers into southern California. His importance cannot be overstated, and his Rancho del Chino is frequently referred to as a landmark in accounts of travel throughout the 1840s and 1850s.

A traveler and correspondent for the New York Herald wrote in August of 1849 that:

> I am now stopping at the hospitable residence of Col. Isaac Williams, situated 30 miles to the east of Los Angeles, and about 250 miles west from the Colorado, on the whole of which Col. Williams is the only American residing on the road. The colonel has a splendid property, comprising 63,000 acres of the best land in the universe. Almost everything is, or can be, raised here that you can name, and in such profusion, and at so little expense, that I forebear particulars, for fear of damaging my reputation [Bieber 1947:276].

The location of the Willams house on a pre-existing and well known road from Los Angeles to the Colorado River, and the fact that he was an American predisposed to helping immigrant travelers, seem to have promoted heavy use of the route which crossed the present Prado Basin study area.

Other early accounts which provide useful information regarding the use of the Colorado Road include those of John E. Durivage. Durivage

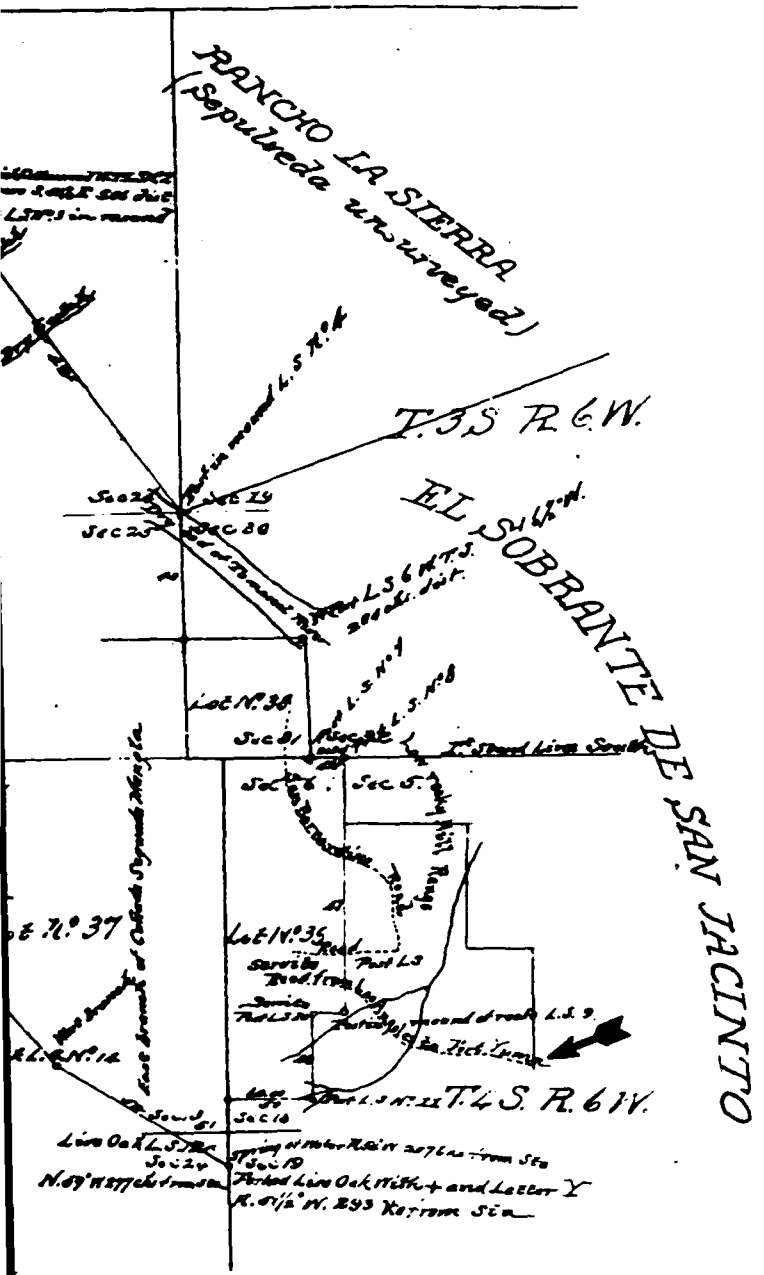


I hereby certify that in accordance with the act of Congress of July 1st 1864 this Survey and plat were advertised in the "San Francisco Times" published in the City of San Francisco, for four weeks, the date of the first publication being the 27th of March 1869. Also in the "Los Angeles Republican" published in the City and County of Los Angeles, for four weeks the date of the first publication being the 1st of April, 1869. This plat remained in this Office subject to inspection during ninety days from the date of this first publication.

J. R. Hardenbergh
U. S. Surv. Gen. Cal.

Figure 2.3. The Los Angeles to Fort Yuma Road, 1868 (Thompson 1868.

1092



PLAT

of the

RANCHO LA SIERRA

finally confirmed to

BERNARDO YORBA

Surveyed under instructions from the

U.S. SURVEYOR GENERAL

by

G.H. Thompson Dep.ty Sur.

October 1868

Containing 17786 Acres

Scale 80 chs. to 1 inch

Variation 16° 30' East

Boundaries.

No.	Course	Dist.	No.	Course	Dist.
1.	N 60° W	1300	30	N 75° E.	20.00
2	. 14½ E	7.00	31	. 8½ .	8.00
3	. 20 .	27.00	32	. 24½ .	4.00
4	. 81 W	10.00	33	. 10½ W	5.00
5	. 88½ E	17.00	34	. 71 E	11.00
6	. 42 .	9.00	35	. 82 .	13.00
7	. 69½ .	2.00	36	. 64½ .	15.00
8	S 11½ .	36.00	37	. 73½ .	21.00
9	N 60½ .	73.75	38	S 87½ .	28.00
10	. 33½ W	37.13	39	N 71 .	4.75
11	. 17 .	1.00	40	. 36½ .	22.67
12	. 42 E	5.00	41	S 52 .	28.00
13	. 84½ .	8.00	42	. 36½ .	241.71
14	S 77½ .	17.00	43	South	80.00
15	N 58½ .	4.00	44	East	80.00
16	. 84½ .	5.00	45	South	80.00
17	. 89 .	4.00	46	East	218.00
18	. 4½ W	7.00	47	South	160.00
19	. 44½ E	5.00	48	West	20.00
20	S 60 .	14.00	49	South	56.00
21	N 27 W	6.00	50	West	60.00
22	. 2½ E	5.00	51	South	41.00
23	. 22½ W	18.00	52	N 30 W	122.46
24	. 43 E	6.00	53	. 44½ .	138.07
25	. 60 .	23.00	54	. 47½ .	102.89
26	. 30 .	2.00	55	. 87½ E	42.71
27	. 84½ .	3.00	56	N 30 W.	136.38
28	. 64½ W	16.00	57	. 77½ .	113.26
29	. 7½ .	8.00	58	. 67½ .	22.62

The field notes of the Rancho La Sierra finally confirmed to Bernardo Yorba. and from which this plat has been made out. have been examined and approved, and are on file in this Office.

U. S. Surveyor Generals Office

San Francisco California

March 31st 1874

Seal

, 1868 (Thompson 1868. On file, Bureau of Land Management, Riverside).

did not journey the length of the route to Los Angeles by turning north through Warner's Pass. Rather, he continued westward to San Diego. At the crossroads he noted, however, that "the main road to San Felipe, Warner's rancho and Los Angeles branches off to the north, while the mule path to San Diego goes to the west (Bieber 1937: 239). Durivage was several months ahead of the Duval party (Harris 1960:31 n), and while he did not make the Los Angles trip he clearly calls the Los Angeles route a "main road" and the San Diego route a "mule path." This implies that the main road did, in fact, lead to Los Angeles, and that it was the route generally taken by immigrant travelers. It should be recalled here that north of Warner's, the route split, with one branch leading to Hemet and Riverside, and the other leading past Temecula, Lake Elsinore, and across the Prado Basin to Rancho del Chino. Once again, the actual numbers that traveled each route will probably never be known, but it is clear that many of the early historical accounts favored the route up Temecula Valley and into the Prado Basin. Yet another 1849 journal noted:

> August 6. Our way was down a large valley. We saw a great many cattle here. The land, from its appearance, must be exceedingly fertile. Traveled eighteen miles and encamped on a salt lake.
>
> August 7. Left our encampment at the salt lake this morning, traveling down the valley in a northwest course and encamped. Made fifteen miles.
>
> August 8. Our journey continued down the valley over the most fertile land we have seen on our route. Wild mustard grows here so luxuriantly that a person can scarcely walk through it. Crossed a bold little river running a south course, affording excellent sites for mills; and the day perhaps is not far distant when this point will be the center of large manufacturing establishments. Late this evening we passed the farm of Mr. Williams, an American citizen who owns a large and valuable tract of land in this valley [Bieber 1947:276].

Clearly, this account details a journey over the same route that the Duval party took past Temecula, Lake Elsinore (the salt lake), and into the Prado Basin where wild mustard grew in abundance.

The Colorado Road: A "Public Highway"

In review, it would appear that the route across the Prado Basin from Los Angeles to Warner's Pass was heavily traveled even during the very early years of what was to become a true gold rush. California itself, as a newly formed state (1850), was experiencing considerable bureaucratic difficulty in dealing with the unanticipated influx of transient miners. One major set of problems was related to transportation. In particular, it was of some importance for the state to decide which roads would become public highways. This was a major concern in southern California, and thus, on May 19, 1851, an order adopted by the

Court of Sessions designated several roads in Los Angeles County as "public highways." It should be noted that Los Angeles County then included the northern portion of present Riverside County, and nearly all of the San Bernardino Valley area. The Colorado Road, passing through the Prado Basin, was officially declared a highway at this time. The Court Order very clearly defined the Colorado Road as running:

> from Los Angeles to Mission San Gabriel, thence to the Rancho of Puente, thence to the Rancho of Ybarras, thence to the Rancho Chino, thence to the Rincon, and thence to the Sierra and Temascal (Temescal) and thence to the Laguna and Tamacola (Temecula) [Beattie 1925:230].

This is essentially the same path taken by the Jackson party in 1831, and it is definitely the route taken by the Duval party in 1849. It was also referred to as the "main road" by Durivage in 1849, and would eventually become known as the Old Emigrant Trail. Literally tens of thousands of American miners, Sonoran laborers and miners, and a host of permanent settlers would travel over it each year. Much of this travel appears to have been seasonal. An 1850 petition for a customs house at San Pedro noted that "at least ten thousand Sonorans pass through Los Angeles on their way to the mines each spring, generally returning to Mexico in the autumn" (Beattie 1925:239). More importantly, the 1851 Court Order concluded with the statement that "the roads in this order heretofore described are understood to be the roads existing as they have been long established and used" (Beattie 1925:230).

In brief, the Colorado Road/Emigrant Trail which crossed the Prado Basin study area is among the first roads to be declared a public highway in all of southern California. It was a singularly important alignment, and, even as early as 1850, it was recognized as having been "long established and used." This route would, after considerable political debate and lobbying, be selected as the route of the Butterfield Overland Stage.

The Butterfield Stage, and the continued use of the Colorado Road/Emigrant Trail, would have a profound impact on the history and development of the Prado Basin study area. The significance of this road cannot be understated. It would appear, for example, that it was already in place well in advance of the establishment of the first rancho (1839), and that its route very likely influenced the location of the construction of the first (no longer in existence) and present Yorba (Yorba-slaughter) adobes. The route was also in place prior to the construction of the Rancho del Chino main residence. And, as every historical account notes that the road leads to the Williams house, one may well speculate that the location of this house is also a function of the location of the pre-existing Colorado Road.

Every early account also notes the fertile qualities or attractive nature of the Prado Basin. In 1849, the Herald correspondent called it "the best land in the universe." Harris, a member of the Duval Party, praised Don Julian Williams for his selfless assistance to immigrants. And the 1849 journey referenced by Bieber recorded that the valley was "the most fertile land" the group had seen on their trek, that it

afforded excellent "sites for mills," and that "the day perhaps is not far distant when this point will be the center of large manufacturing establishments" (Bieber 1937:276). What would ultimately take place in the Prado Basin study area would happen as a function of time, settlement pressures, and as a direct result of the legal establishment of rancho boundaries based on government surveys beginning in the 1850s.

3. SURVEYS, ROADS, AND THE BUTTERFIELD OVERLAND MAIL, 1850s-1860s

Early Basin Surveys

The earliest government mapping within the Prado Basin area began in the early 1850s. The surveys began with those conducted by Henry Hancock, and later included the efforts of a number of additional surveyors. All of these surveys were conducted as part of various efforts to determine land and property ownership boundaries. The difficulties encountered during the actual field surveys were many, but they appear relatively inconsequential in comparison to the legal entanglements which followed. California historian Robert Glass Cleland has written:

> The question of land ownership in California offered the American government a particularly difficult and involved problem. Owing to lost or defective documents, haphazard surveys, poorly defined boundaries, and unsatisfactory requirements, the titles to many grants were technically imperfect and legally subject to forfeiture, even under Mexican law. The grants, too, were of many kinds and descriptions. Among them were mission lands, pueblo lands, private lands, and public lands; titles technically complete and titles technically faulty; titles granted in good faith and titles granted solely to anticipate American annexation; titles free from any shadow of suspicion and titles obtained through obvious fraud [Cleland 1952:28].

The great burden of legislative demands placed on the new state by the Gold Rush did not permit the problem of grants and property ownership to work itself out in an orderly manner, and the federal government was compelled to take action. On March 3, 1851, Congress passed a bill, sponsored by senator William M. Gwin of California, that called for a board of three commissioners to settle all land claims in California. The board was organized in San Francisco on December 8, 1851, and during the next five years it heard more than 800 cases.

The final process of the confirmation of rancho and land grant boundaries would continue until well into the 1880s. The results were, however, often more immediate and quite devastating.

> According to the economic historian John S. Hittel, one out of every ten bona fide landowners in Los Angeles County was reduced to bankruptcy by the federal land policy, and at least forty per cent of the land legitimately owned under Mexican grants was alienated to meet the costs of complying with the conditions prescribed by Congress [Cleland 1952:30].

The purpose here is not to detail the specific findings of the board, or any other subsequent reviewing agency, with regard to Prado Basin

lands. However, the legal actions document much of the historical information about the Prado Basin during this time period. These sources include court testimony, personal letters, and a wealth of survey field notes and maps. With specific reference to roads and trails, the survey field notes of interest from this period are:

> 1853: Henry Hancock, Exterior Boundaries, Standard parallel between Townships 4 and 5 South of the San Bernardino Meridian.

This survey notes the crossing of several trails, but no actual roads are mentioned. A number of additional site and place names are included.

> 1853, Henry Hancock, Exterior Boundary Lines of Townships 1,2,3S, R7,8,9 W.

In this survey Hancock briefly notes the presence of several trails, a cattle trail, a road, and a new wagon road. The only place names mentioned are the "chino hills," and "chino Rancho." Hancock also mentions crossing a "Zanja" near Chino Creek, indicating that man-made irrigation improvements had begun by this time.

> 1853, Henry Hancock, Exterior Boundary Lines of Townships 1,2,3S, and Range 7W.

Here Hancock simply mentions that he crossed several roadways during the course of his survey.

> 1853, Henry Hancock, Exterior Boundary Lines of Townships 1,2,3,4S, and Ranges 6,7W.

Hancock mentions the presence of several trails and cattle trails. The area surveyed is actually slightly to the east of the study area, but he does note that he takes a sight from the "Base of hill of Guapa."

> 1865, Henry Hancock, Exterior Boundaries of Township 3 S R8W, SBM.

Hancock provides a strictly utilitarian study of his survey area here. He only notes the crossing of a single "trail," and concludes "This township consists of rolling hills mostly, good pasturage and tolerably well watered."

> 1868, G. W. Thompson, The Final Survey of Rancho La Sierra, Bernard Yorba, Confirmee.

José Juan Alverado served as Flagman and Axeman on this survey. This survey is quite brief, but does note the crossing of the "road from Los Angeles to Fort Yuma," and the existence of the "old Ranch House of La Sierra."

> 1869, William P. Reynolds, Final Survey of the Rancho La Sierra, Vincentia Sepulveda, Confirmee.

The south half of the rancho had earlier been confirmed to Bernardo Yorba. Reynolds's survey concerns only the north half of Rancho La Sierra. This survey is also rather brief. The only cultural landmark mentioned is the "road from the tin mines to San Bernardino," located east of the present study area.

1869, William Reynolds, Obsolete Survey of Rancho Jurupa, part of, Abel Stearns, Confirmee.

Reynolds provides much more detail about cultural landmarks in this report, including several houses and trails.

Surveyors', or General Land Office (GLO) maps also contain a number of references which note roadway and other cultural landmark locations. Maps of particular interest are:

GLO MAP T2S R7W
Henry Hancock 1856
NOTE: Rancho del Chino, Jurupa Rancho, "Road from Jurupa to Guapa."

PLAT OF RANCHO SANTA ANA del CHINO
Shows T2S R8W and portion T2S R7W
Surveyed by Henry Hancock
May 1864
NOTE: "Overland Stage Road."

PLAT OF THE RANCHO LA SIERRA (Confirmed to Bernardo Yorba)
Shows T3S R8,7,6W
Surveyed by G. H. Thompson
October 1868
NOTE: Road from Los Angeles to Fort Yuma, "Ranch House of La Sierra," and San Bernardino Road.

MAP OF RANCHO LA SIERRA (Confirmed to Bernardo Yorba)
Shows T3S R8,7,6W
Surveyed by G. H. Thompson
October 1868
This copy made 1871
NOTE: Road from Los Angeles to Fort Yuma, "old ranch house of La Sierra," (Figure 2.3).

In retrospect, the earliest surveyors' references to roads and trails appear somewhat vague. Hancock, for example, clearly crossed the Colorado Road as designated in 1851, but he makes no great issue of it. He, and other subsequent surveyors, later mention the Overland Stage Road and the road from Los Angeles to Ft. Yuma, but the earliest surveys simply note the crossing of a road or trail. This is probably a result of a certain lack of local knowledge on the part of the surveyor, or of the fact that the roadways were not regarded as being of major significance to the determination of property boundaries at this time. This lack of detail, however, appears to have influenced previous studies in terms of the relative significance they have assigned to the history and influence of transportation within the Prado Basin.

Langenwalter and Brock did note, for example, that "the topographic maps, surveyor's plats and 1936 aerial photographs of the project area revealed a diversity of highways, roads and paths" (Langenwalter and Brock 1985:8-121). Yet their report, like most others, only includes mention of the Butterfield route and the Los Angeles to Ft. Yuma road as the earliest major transportation corridor. This is apparently a result of relying on the information contained in the early surveyors' field notes and on the GLO maps. It would appear, however, that at the time Hancock and others were conducting surveys in the Prado Basin, thousands of immigrants had completed their journey or were making current use of the Colorado Road (crossing the study area) which had been designated a "public highway" in 1851. This observation suggests that the GLO maps and field notes are less definitive for the study of transportation than for the location of other types of historical resources. Roads, especially the older ones, followed the path of least topographic resistance, rather than precise compass bearings or property lines. The surveyors' objectives were to establish section lines and corners or property boundaries, and many of the maps provide very few details within the section lines.

There are, however, numerous references in the notes and maps to secondary trails and roads. The precise location of these is unknown, but they likely connected the various ranches and associated activity areas within the study area to the main route of the Colorado Road and/or the original roadway leading from San Gabriel to Rancho San Bernardino via Guapa. These brief notations clearly show that such a secondary road system had begun to develop by the early 1850s.

Equally informative are the surveyors' concluding and descriptive remarks regarding the study area. In his 1858 final survey of Rancho El Rincon, prepared for Bernardo Yorba, Confirmee, Henry Hancock provided a very succinct description of the Prado Basin study area.

> The valley of the Chino Creek averaging nearly a mile in width extends obliquely from S.E. to N.W. through the westerly portion of this Rancho forming in the southern portion of the same above the junction of said creek and the river Santa Ana, an extension bottom of first rate soil, but strongly impregnated with alkaline matter. The remaining part consists of slightly undulating land of second rate soil, affording good pasturage, all of the timber is confined to the bank of the river Santa Ana and is principally cottonwood [Hancock 1856:265].

Other surveys noted that the land is "tolerably well watered," that it appeared acceptable for cultivation despite the fact that much of the soil was second rate, and that the land seemed to be first rate pasturage.

A comparison of these "professional" observations with those made nine years earlier by the correspondent from the New York Herald is particularly intriguing. The newspaper reporter called the land in the valley the finest in the "universe," whereas Hancock labeled it largely second rate. Reconciling these diverse impressions of nearly 150 years

ago is a matter of conjecture. It is possible that the eastern travelers on the Colorado Road who had just crossed some of the most fearsome desert land were unduly impressed by their sight of the Prado Basin and stops at Yorba's establishment or the "American" Rancho del Chino. Hancock, on the other hand, had broader experience in surveying lands all over southern California, and may have been more aware of the relative value and locations of choice land.

The Butterfield Overland Mail

It is the perception of land quality within the Prado Basin study area that is, perhaps, most important. If the traveler thought, for whatever reason, that land within the Prado Basin area was good, then the chances would greatly favor settlement within the region. Nowhere is this better stated than in the account of correspondent Waterman L. Ormsby, the first through passenger on the westbound 1858 Butterfield Overland Stage.

> Our road lay through a valley in the southwest corner of San Bernardino County, having the San Bernardino Mountains on the east and the coast range on the west. The land is rich and could produce everything, but it lies almost uncultivated, being used principally for grazing. The owners prefer to grow rich without doing any work. They have plenty of meat ready at hand and can buy what they want by selling stock. Many of them buy wheat and corn, while their lands would produce abundant crops with the greatest of ease. Our road leads through Chino ranche [sic]--the richest in San Bernardino County--the proprietor of which is estimated to own about $300,000 worth of cattle, yet at our breakfast, here, we had neither butter nor milk, without which the merest hod carrier in New York would think his meal incomplete. Their cattle dot the plains for miles around, and their land could produce everything; but they have not even the comforts of a Massachusetts farmer among his rocky hills.
>
> I could not think but what a different spectacle these fertile valleys would present were they peopled by some of our sturdy, industrious eastern farmers, and I recurred to my reflection in the Mesilla Valley, that Providence knew just where to locate lazy men and the industrious ones. Perhaps it is the very luxuriance of the soil, and the ease with which anything can be produced, that makes the people insensible to the benefits which they have; but to me it seemed a great pity to see so much good land useless [Ormsby 1960:112].

Early residents of the Prado Basin study area, including the Yorbas, Bandinis, and the Cotas, would have every reason to resent Ormsby's observations. Even Rancho del Chino, one of the largest in the county, was charged with lacking the comforts of even the rockiest New England farm. Again, it is the perception which is important.

First, the land was viewed as exceedingly rich. Second, it was seen as grossly underutilized, and subject to the whims of a lazy people rather than the efforts of industrious eastern farmers. Third, the area was seen as having almost unlimited potential. However inaccurate Ormsby's reflections were regarding the character of early Prado Basin productivity and residents, he cannot have been entirely alone in reaching such conclusions.

In effect, the perception was that much might be had for the taking. This does not differ greatly from the report by the correspondent to the Herald in 1849. What had changed, however, was that the lands had been or were in the process of being surveyed when Ormsby rode the Butterfield Stage; land titles to the great ranchos were in question and property boundaries were under review. In 1849, the Gold Rush traveler was certainly deterred from settling in the region as a result of a highly motivated desire to get to the gold fields, but also as a probable result of the fact that virtually all of the land was perceived as belonging to a rancho. By the late 1850s, the ranchos were in a much more tenuous situation, if not a period of absolute decline. What was needed, if Ormsby's eastern farmers were actually to take root in the Prado Basin, was a catalyst for such development. Again, at least in part, transportation played a clear and definite role.

The most obvious transportation improvement was the opening of the Butterfield Overland Stage route. This has long been regarded as a landmark event in the history of western America. The route of the stage through the Prado Basin area has also been the subject of considerable speculation by local historians. It is not intended here that a definitive alignment should be promulgated. However, the impacts of the stage route are of great importance to an understanding of much of the subsequent settlement and development of the Prado Basin study area.

The establishment of the Butterfield Stage was essentially a result of a desire for better mail service. In March of 1857, a Post Office Appropriation bill authorized the Postmaster General to contract for the overland transportation of mail. The only other service then provided to California was by the Pacific Mail Steamship Company, with deliveries twice a month. On September 16, 1857, a six-year contract, with a $600,000 annual subsidy, was awarded to the Butterfield Overland Mail Company. The head of the company was John Butterfield, and the contract stipulated that semi-weekly service be provided between St. Louis and San Francisco by way of Los Angeles, and that the trip was to be made in 25 days or less.

Butterfield acted quickly within the one-year time period allowed for the development of the mail route. The ultimate route selected was largely comprised of much older alignments. New roadway was opened only when necessary, and when it was obvious that cost-effective distance could be saved.

The route from Ft. Yuma to Los Angeles presented several unusual problems for the contractors involved in the preparation of the alignment. Politics and competition between the cities of Los Angeles and San Bernardino were of concern. The natural barriers consisted of an

extremely arid stretch of trail to the west of the Colorado River, with shifting sand dunes and an extremely soft roadbed, and a mountainous region immediately beyond.

In addition, efforts were made to keep the entire route on American soil by diverting north of Pilot Knob (near Yuma in Imperial County) to Indian Wells, near Indio. This proved impossible, due to desert conditions, and the route crossing Mexican territory leading from Ft. Yuma to Warner's Ranch was ultimately selected. From Warner's Ranch, a final political debate with much lobbying ensued between the Los Angeles and San Bernardino cutoffs. The San Bernardino branch was the route taken by Fages in 1782, and the Los Angeles branch is first known to have been used by the Jackson party in 1831. The Los Angeles cutoff was selected after great debate. Notwithstanding the size of the lobbying body in Los Angeles, the route offered better water and a more direct route to the coast. But the choice of the route was not really based on its intrinsic advantages. The underlying controversy was whether Los Angeles should be on the route at all. Once Los Angeles had secured its position on the mail route, the selection of the alignment from Warner's Ranch to Los Angeles via Lake Elsinore, Temescal, and Chino Ranch (across the Prado Basin study area) was a foregone conclusion.

In 1947, Roscoe and Margaret Conkling published their monumental history, The Butterfield Overland Mail 1857-1969. They went to great lengths to trace the stage route. With regard to the Prado Basin section of the alignment they concluded:

> From Temescal the mail road made a sweeping curve northwest passing through what are now the southern outskirts of Corona, then on through Rincon, crossing the Santa Ana and Chino creeks a mile beyond, and two miles farther on, crossing the boundary line of Riverside and San Bernardino counties; and then following along the west side of Chino creek, much the same as the present country road to Chino Ranch in San Bernardino County, the next station twenty miles northwest of Temescal.
>
> There were two other stopping-places reported by travelers on this section of the route, one was at Greenwade's Ranch a few miles beyond Temecula station, and the other at the old Yorba Ranch, known as the Slaughter Ranch, five miles on the road northwest of Rincon [Conkling and Conkling 1947:I.248].

A slightly earlier account of the route from north to south mentioned a number of local landmarks.

> The stage station at Chino was the home of Robert Carlyle [Williams's son-in-law], where the dairy barn of the California Junior Republic now stands. From here the road proceeded in a general southeasterly direction passing near the home of Joe Bridger, where the Los Serranos Club is now located...

> Beyond the home of Joe Bridger the road was almost identical with the old road to Rincon, now Prado. About three miles from Bridger's home it passed the home of Raymundo Yorba [Fryer 1935:19].

Both descriptions generally agree with the GLO survey map data. Again, however, the earlier maps tend to be incomplete as the roads are shown only where they cross property boundaries or section lines, and not across the entire property or section of land being surveyed. Basically, the stage road appears to have followed the approximate alignment of the Pomona-Rincon Road throughout the entire study area. One small difference is noted with reference to more obscure county survey maps.

The survey of interest is contained in County of San Bernardino archives, Record of Survey Book 2:3. This survey was conducted at the request of Raymundo Yorba. The purpose is somewhat obscure, but it is likely that Yorba sought to confirm (in as many ways as possible) the legal right to and extent of his holdings. The survey did not include all of the Yorba lands. Rather, it focused on 320 acres surrounding the main residence including the house and a secondary structure, Chino Creek, and a road running at the foot of the hill immediately east of the house. The actual survey was conducted on October 7, 1867 by Henry Wilkes, San Bernardino County Surveyor (Record of Survey 2). This is perhaps the earliest "correct plot" of what is now known as the Yorba-Slaughter Adobe, and it clearly shows the route of the Old Fort Yuma to Los Angeles Road in relation to the house (Figure 3.1).

The stage road then traveled along the base of the hill immediately to the east of the Yorba adobe. This makes very good sense, as there was simply no need to take the stage up and over a hill when a nearly flat alignment could be taken. This is the only known diversion between the stage route and the route now taken by the Pomona-Rincon Road. It is possible that other small differences exist, but it should be equally clear that these would not lessen the influence or significance of the Butterfield route on the Prado Basin.

The operation of the Butterfield Overland Mail was cut short by the increasingly unstable political situation in the south and the opening salvos fired as part of the Civil War. Finally, under Acts of Congress passed March 2 and March 12, 1861, the Butterfield route was discontinued. The stage had only been in operation for a period of two and one-half years, but the changes it brought were profound. Throughout the 1860s and 1870s, the same route was utilized.

> For a quarter of a century after its abandonment, the Butterfield trail continued to be the main artery of traffic in the southwest for the emigrant, the trader and the drover. It became the military road between Texas and California, and the route followed by all the various sets of mail contractors up to the time of the coming of the railroad [Conkling and Conkling 1947:330].

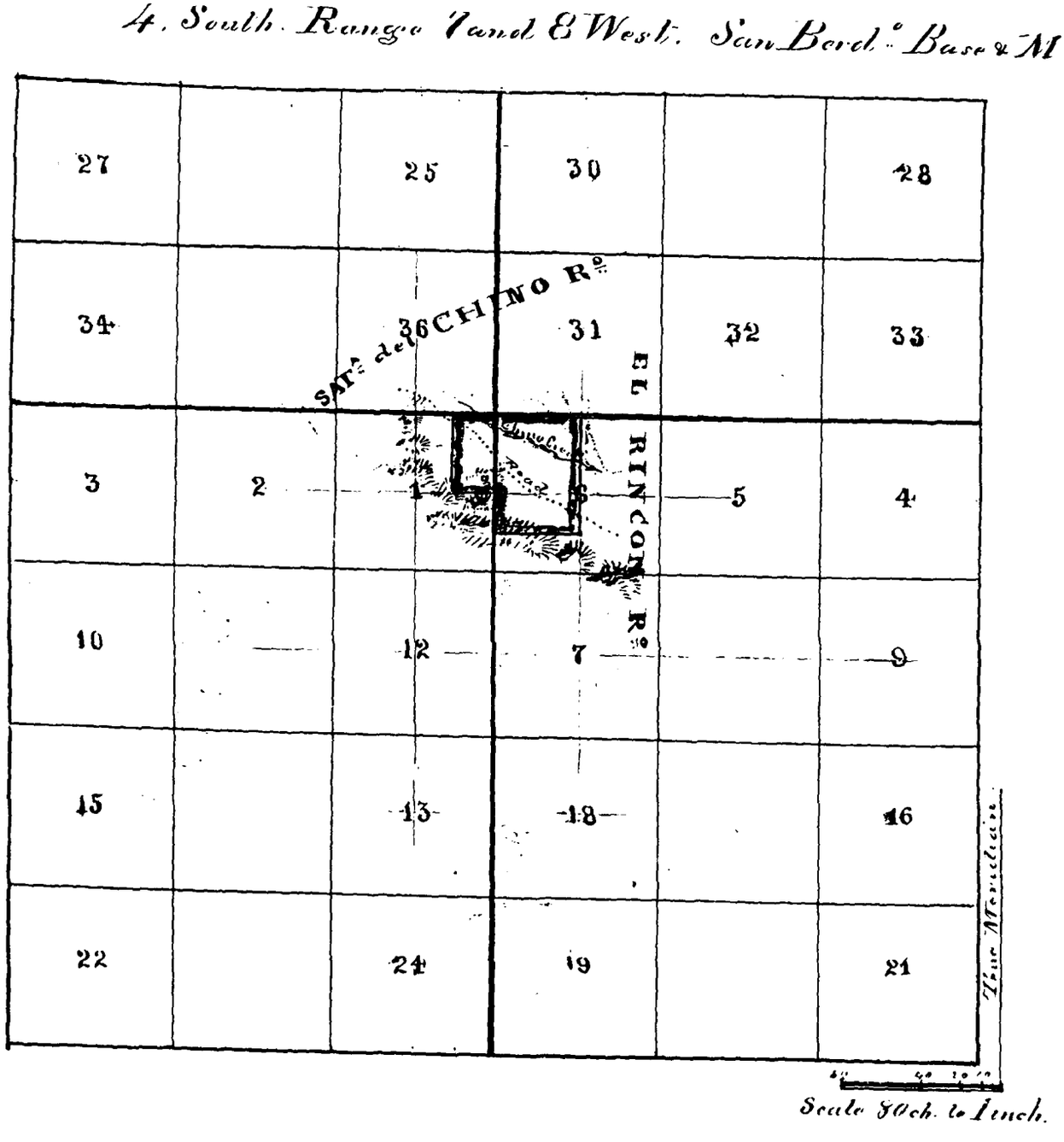


Figure 3.1. Historic Route at the Yorba-Slaughter Adobe, 1867 (Wilkes 1867, Record of Survey Book 2. On file, San Bernardino County Engineers Office).

The continued traffic along the Butterfield route quickly played a role in the realization of Ormsby's vision of a "fertile valley" peopled by "sturdy, industrious eastern farmers." The American Period brought both rapid and permanent change to the physical landscape of the Prado Basin study area.

4. AMERICAN PERIOD SETTLERS, ROADS, AND BUREAUCRACY 1870s-1890s

Land Acquisition

The first important sale of Prado Basin lands was the 1868 purchase of the Yorba lands and adobe by Fenton Slaughter. Additional purchases, homesteads, and land patents would soon follow. As early as 1873, the Rincon area (essentially the Prado Basin study area) had undergone a rapid increase in settlement and development. Assessment records of the county of San Bernardino for Rincon residents, 1873-1874, contain the following name and building improvement references:

Alverado, Jose Juan:	160 acres	imp.** = $100
Alverite, Francisque:	No tax land or	imp.
Aroz, Antonio:		imp. = $200
Bandia, Chinco:	No tax land or	imp.
*Bicente, Fernandez:	145 acres	imp. = $100
Brook, H.:	No tax land or	imp.
Charia, Jesus:	No tax land or	imp.
Cline, Daniel:	160 acres	imp. = $150
Cline, Henry:	No tax land or	imp.
*Cota, Leonardo:	620 acres	imp. = $1500
Fowler & Gates:	154 acres	imp. = $600
Fuqua, Isham:	147 acres	imp. = $250
Garcia, Jose La Luz:	No tax land or	imp.
Gucera, Theodora:	No tax land or	imp.
*Hathaway, J. M.:	320 acres	imp. = $400
Hickey, James:	370 acres	imp. = $700
Hobbs, Alexander:	210 acres	imp. = $50
Leon, Manuel:	No tax land or	imp.
Lopez, Isidora:	No tax land or	imp.
Lord, George:	No tax land or	imp.
Mahar:	No tax land or	imp.
Martinez, Antonio:	No tax land or	imp.
*Mayhew, Jesse:	300 ac. Mayhew Place, 200 ac. Tom Stanfield Place, total imp. = $1200	
Nicholas, Leonardo:	No tax land or	imp.
Oyes, Jesus:	No tax land or	imp.
Pasiado, Jesus:	No tax land or	imp.
Peck, Thomas:	No tax land or	imp.
*Pine, Samuel:	Land adjoins F. M. Slaughter,	imp. = $150
Reno, Julio:	No tax land or	imp.
Rives, R. W.:	140 acres	imp. = $150
Robey, Theopolus:	No tax land or	imp.
Santa, Ana:	No tax land or	imp.
Silvas, Isidoro:	No tax land or	imp.
*Slaughter, F. M.:	154 acres	imp. = $1000
*Sparks, W. J.:	160 acres	imp. = $50
Stanfield, W. J.:	No tax land or	imp.
Stephens, Mordica:	No tax land or	imp.

Thompson, W. M.:	No tax land or imp.	
*Vines, Bartlett:	Land adjoins F. M. Wood, 176 ac.,	imp. = $600
Vines, George R.:	70 acres	imp. = $400
Vines, Saul:	No tax land or imp.	
Ward, John J.:	160 acres	imp. = $75
*Wood, F. M.:	160 acres	imp. = $600
Wood, George,	claim	imp. = $25
Wood, Solivar:	No tax land or imp.	
*Yount, Caleb:	160 acres	imp. = $300
*Yount, David:	No tax land or imp.	

*Individuals known to be associated with later roadway improvements (proponents, opponents, overseers, or road viewers).
**Imp. = improvements.

NOTE: The above spelling of names is taken directly from the tax records. There are obvious misspellings here. For example, "Aroz" should correctly be spelled Aros, and "Bicente" should probably be Vicente. This listing does, therefore, require careful use, but it provides an excellent indication of who had already built improvements on Prado Basin lands as early as 1873.

There were at least 20 properties with residential and structural improvements on Prado Basin area lands by 1873-1874. The area, was considerably more developed at this time than has been previously believed. It is not surprising, therefore, that roads and improved transportation soon became the subject of increasing concern. Many of the settlers who filed homesteads and patents were keenly interested in the subject, and they would play a direct role in the establishment of a more effective Prado Basin road system in the 1870s and 1880s. Those Rincon/Prado Basin residents known to have held homesteads or patents, and to have taken an active interest in the development of the road system during this period, by name and date of homestead/patent, are:

Cline, Daniel:	August 4, 1879
Fuqua, Isham:	January 16, 1877
Gates, Elisha:	December 5, 1887
Mayhew, Jesse:	September 3, 1868
Pine, Samuel:	November 10, 1874
Sparks, W. J.:	September 15, 1882
Slaughter, F. M.:	June 2, 1883
Wood, F. M.:	September 14, 1869
Yount, Caleb:	May 1, 1878

The Establishment of Roads: American Style

The system of establishing roads and public highways in San Bernardino County during the nineteenth century was extremely cumbersome. Proceedings were normally initiated by a petition formally submitted to the Board of Supervisors by a group of local citizens. The board would then generally direct the local "Road Overseer" or a special group of "Road Viewers" to advise them on the practicability of declaring an existing road to be a public highway, or of the need to

construct a new road. Based upon the advice of the advisory group, the Board of Supervisors would take some form of action. If the action was negative, the board might call for a more detailed investigation of the proposed road's advantages and disadvantages. If the action was positive, the board would either instruct the Road District Overseer to supervise its operation or arrange for construction of the road through the efforts of the overseer. The position of Road Overseer was a political appointment, and those individuals appointed had to post bond. This position and that of road viewer appear to have been regarded as a post of power, and several of those appointed later held higher political office. F. M. Wood, for example, was first appointed as Road Overseer of the Chino District in 1872. He had earlier applied for a homestead (1869), and would later become a member of the County Board of Supervisors.

Involvement in roadway improvements, therefore, seems to have been one avenue to the achievement of personal political ambitions. Consideration of roads actually took up an inordinately large portion of the board's time throughout most of the nineteenth century. The board read every petition, listened to both pro and con individual testimony, and personally directed the actions of road overseers and viewers alike. It was not until the early years of the twentieth century that the board was able to rely on official departmental county reports. The actions establishing these early roads, therefore, are well documented in both the Minutes of the Board of Supervisors, and the County Road Books beginning in the early 1880s.

The following references are taken from each of the above two sources for the period extending from the early 1870s to the late 1880s. Many of the names noted in the 1873-1874 assessment records for the Rincon vicinity, and in the listing of Prado Basin homestead and land patent applicants, appear below. The roads and declaration of public highways are listed by both date and name, insofar as the name and location are presently best known.

Old Fort Yuma and Los Angeles Road
Pomona-Rincon Road

On February 8, 1872, the Board of Supervisors ordered the appointment of various "Road Overseers." The appointed overseer for the Chino District was F. M. Wood. On the same day, the Board also moved to create a road in the Chino District.

> It is ordered on petition of citizens from Chino, that the old Ft Yuma road, as now traveled, commencing at the Los Angeles County line, and running thence in a South East course by the Chino and Slaughter ranchos to the crossing of the Santa Ana river; thence to and through Temescal to San Diego County line be and is hereby declared a public highway [Board of Supervisors, Minutes, February 8, 1972:11].

Rincon Road (portion of Johnson Road)

"The petition of tax payers from Riverside for a Road from Riverside to Rincon is rejected" (Board of Supervisors, Minutes, December 7, 1875:230).

"On petition of taxpayers from Chino Township being filed, Ordered that John Taylor, John King and James Swing be appointed as Road Viewers of said Road" (Board of Supervisors, Minutes, December 7, 1875:232).

"The board proceed to appoint Road overseers for the ensuing year and they do hereby appoint the following persons of the districts with bonds to be filed accordingly to law as set opposite their respective names and districts, and the clerk is hereby ordered to notify the parties so appointed together with the amount of bond required to be filed within 10 days after the date of notice of appointment."

The Overseer appointed for the Chino District was David Yount, and the amount of bond required was $500. At this same Board meeting (the following day), final action was also taken on the earlier proposed Rincon Road (Minutes, February 16, 1876:236).

The following notation was included, somewhat after the fact, as a description of Rincon Road:

> Beginning at a point on the Ft. Yuma and Los Angeles road Ten chains North 50 [degrees] West from the Chino District School House. Thence on the line between F M. Wood and Sullinger's heirs in a North Easterly direction to the South East Corner of F M. Wood's land. Thence in nearly the same direction to the North West corner of J. M. Hathaway's land. Thence East on the line between J. M. Hathaway and Edward Lester to the land of Jesse Mayhew. Thence North on the land of Jesse Mayhew and R.R. land fifteen chains. Thence in a North Easterly direction through Said R.R. land and Government land to the claim of W. J. Sparks. Thence in the same direction through W. T. Sparks land and Government land until it intersects the County Road. Distance four miles and ten chains [San Bernardino County Road Book A:5].

"It is ordered that the report of the Rincon Road Viewers be accepted and filed and the road be declared a highway and the overseer is hereby ordered to open the same--and the damages allowed by said Viewers be paid to B. Vines, guardian of Sullinger estate, in the sum of $80 on his executing proper and sufficient deed of Right of way" (Minutes, February 17, 1876:238).

NOTE: F. M. Wood is listed as a member of the Board of Supervisors at this time, having earlier been appointed as a road overseer of the Chino District in 1872.

McCarty Road (Portion of)

The Board ordered that "the time of hearing the report of the Road Viewers on the proposed new road at Chino be set for Dec 18th A.D. 1876 at 10 A.M. and that notice be given to non consenting parties, J M. Hathaway and Mrs. Shorb a non resident" (Minutes, December 5, 1876:301).

"The matter of hearing the report of viewers on the proposed new road at Chino coming on regularly for action, evidence is heard on the part of Non consentant J M. Hathaway...after hearing all the evidence pro and con, it is ordered that a tender of One Hundred and Fifty Dollars be made to J M. Hathaway in full for all demands for right of way over and through his premises for the new road reported upon by Viewers Pettit, Daley and Taylor" (Minutes, December 18, 1876:302).

A final notation regarding the establishment of this road appeared in the San Bernardino County Road Book (A:18) as follows:

> Road in Rincon Township Surveyed by John Taylor - Nov. 30th 1876
>
> Commencing at a point on the Los Angeles and Fort Yuma Road about ten chains South from the residence of J. M. Hathaway. Thence running East on the line between the lands of J. M. Hathaway and John Taylor 16.50 chains to the North East corner of said John Taylors land. Thence continuing East 1.50 chains crosses Chino Creek at 42.25 chains Set Post on line between J M Hathaway and Mrs Shorb 16.43 chains west of J M. Hathaways South East corner. Thence North 56 [degrees] East 19.70 chains to the west line of land owned by Wm Thomas. Thence North 11.00 chains. Thence North 50 [degrees] East 4.20 chains to the North line of land owned by said Wm Thomas. Thence east on the line of lands owned by Wm Thomas and A. L. Bush and through a part of the Guapa Rancho 127.50 chains to intersect the Old River Road. Total length of the Road is 2 miles and 61.15 chains. The width of the road is 50 feet.

The route was finally adopted by Order of the Board of Supervisors October 3, 1881.

NOTE: James Swing is listed here as being Clerk of the Board of Supervisors, having earlier been appointed a Road Viewer in 1875.

> The Board of Supervisors of the county of San Bernardino do hereby declare that all roads in said county that have been used as such for a period of five years prior to the 30th of March 1874, are highways, and the Road Overseers of said county are hereby ordered to open all such roads in their respective road districts, which are now closed or in any manner obstructed" [Board of Supervisors, Minutes, February 7, 1877:307].

Cucamonga Avenue (Portion of)

Ordered that the Overseer of Chino Road District be instructed to open according to law the road commencing on the line between John Taylors and J M. Hathaway's lands on the Yuma road, and running in an Easterly direction passing what is known as the A L. Bush place [Board of Supervisors, Minutes, March 12, 1878:395].

Chino-Corona Road/Comet Avenue (portions of)

Ordered that the petition for a new road to be laid out in the Chino Road District, be accepted and that Caleb Yount, Edward Lester, and John Taylor be appointed viewers of said road [Board of Supervisors, Minutes, December 6, 1881:271].

In matter of opening new road in Chino Road District, the petition for same having heretofore been filed, and viewers appointed, and action had, and right of way procured and deeds for same being duly filed for record, and no person objecting thereto, it is ordered, that a road be opened and declared a public highway, according to the survey of same as follows: Beginning at the the N. W. corner of Charles Hidden's land, thence running East through the lands now owned by the S.P.R.R. Co., Cha. Hidden, E. Pine., Robert Arborn, 100 chains, or 1 & 1/4 miles, thence east into the Juapa Rancho 100 chains more or less, intersecting the old river road, whole distance 240 chains or 2 1/4 miles, up to and across Spring Valley Mill Creek up to the line of Rancho Jurupa [Board of Supervisors, Minutes, February 21, 1882:296].

Pine Avenue

It is ordered by the Board that the following described road be and is hereby declared a county road, commencing at a point on the old road leading from Chino Post Office to Pomona at the intersection of the south line of Chino Rancho, thence Easterly along the south line of said Rancho and a continuation of the same over what is known as the old Telegraph Road through the Pass where the present Telegraph line now runs, being north of Rubidoux Rancho [Board of Supervisors, Minutes, May 3, 1882].

Archibald Avenue (extension of)

At a regular meeting of the Board of Supervisors of San Bernardino County held August 1st 1887 all of the members being present and by unanimous vote of said Board the road herein after fully described running from Cucamonga Station south 6 5/7 miles to an intersection with the present County Road running from Rincon to San Bernardino which road here by ordered is situated wholly within said

> County of San Bernardino and a full copy of the survey made thereon by J. B. Stuart County Surveyor under a previous order of said Board with a map showing there of which is hereto annexed was declared declared to be a public highway [Road Book A:24].

The road is actually an extension of Archibald Avenue to the south. As such, it should be regarded as a natural or logical expansion/ development of the earlier road system in response to increased settlement.

Durkee Road

> At a regular meeting of the Board of Supervisors, held December 3, 1888, it was ordered by unanimous vote of all the members present that the following described road be declared a public highway, to wit: Running between the farms of Vicente Fernandez on one side and Daniel Durkee and Leonardo Cota on the other, and commencing at the Rincon School House, thence running South 30 degrees East 27 chains and 21 links to the Southeast corner of the lands of Vicente Fernandez, thence South 37 [degrees] 30 [minutes] West 18 chains and 20 links along the line of the land of said Fernandez and of Leonardo Cota, thence South 35 [degrees] West 4 chains and 34 links, ending on the main road near the big Santa Ana Bridge, Said road to be 40 feet wide the first 27 chains and 21 links, and 50 feet wide the balance of the distance [Road Book A:58].

An example of the surveys which accompanied the road adoptions is included as Figure 4.1.

The road improvement actions of the Board of Supervisors are enlightening to any study of the Prado Basin area during the 1870s and 1880s. In the first instance, when the board declared the old Fort Yuma and Los Angeles Road, later Pomona-Rincon Road, to be a "public highway" on February 8, 1872, they were apparently unaware that this same road had already been declared a public highway by Los Angeles County, in 1851, as the Colorado Road. Secondly, the board approvals provide considerable insight into the manner in which roadway alignments were approved. Specifically, the early approvals (1870s) declared roads public highways and/or called for the construction of new roads across property boundaries. Later approvals (1870s and 1880s) tended to approve roads along property boundaries, resulting in a more grid-like system of roads running due north and south, or on more true east and west alignments. This appears to have been a move to avoid the cost of obtaining deeded right-of-way over the objection(s) of specific property owners. Finally, the number of approved roadways and the historical information regarding them is, once again, substantially in excess of that which could be gathered from an examination of GLO maps alone. The GLO maps for this time period with road associated references are:

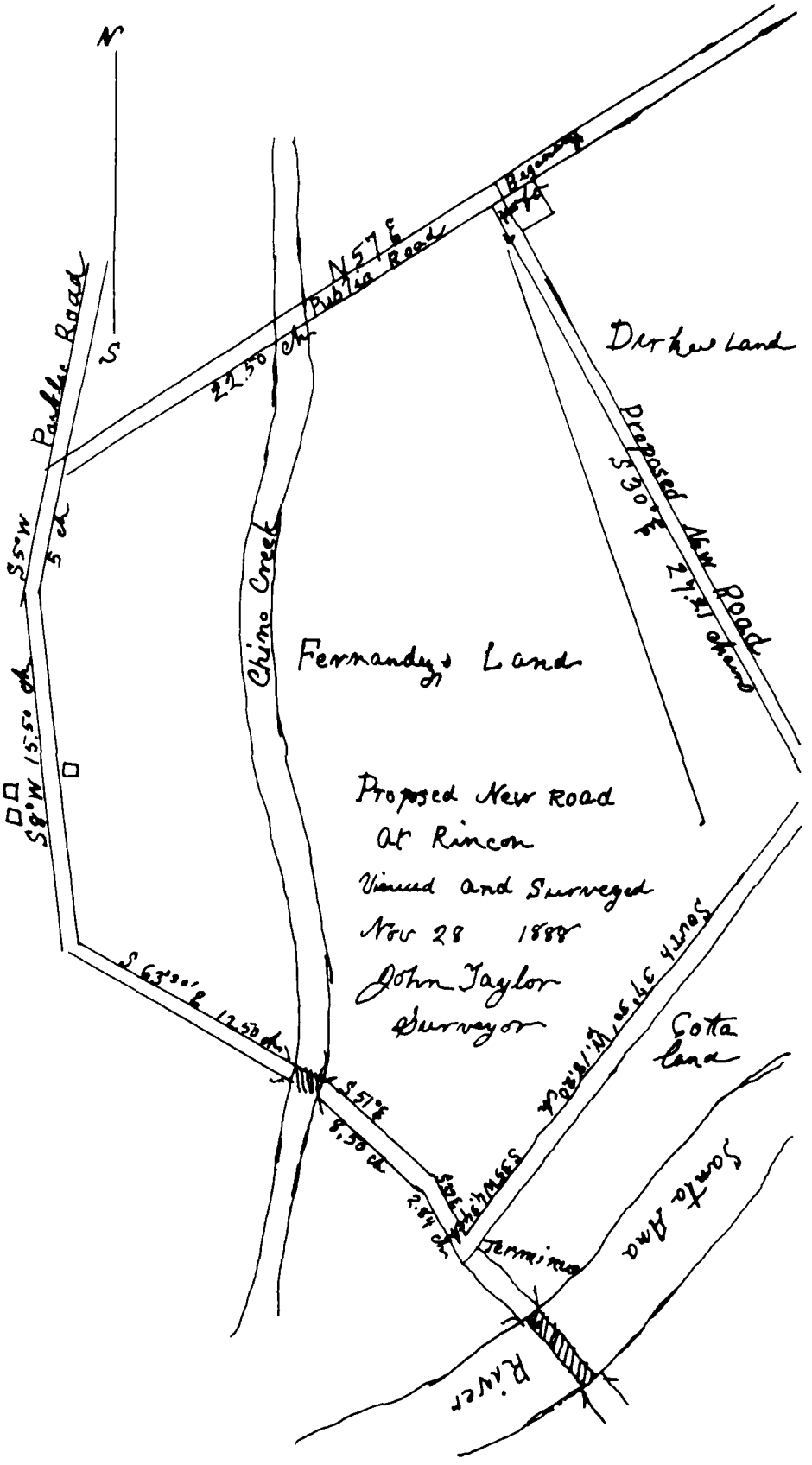


Figure 4.1. Route Adoption Map, Durkee Road, 1888 (Taylor 1888, in Road Book A:58. On file, San Bernardino County Engineers Office).

PLAT OF RANCHO SANTA ANA del CHINO
Shows T2S R8W and portion T2S R7W
Surveyed by Henry Hancock
This copy made August 1870
NOTE: Overland Stage Road.

PLAT OF THE RANCHO JURUPA
Surveyor General
March 1872
NOTE: Shows Road from El Rincón to Roubidoux.

GLO MAP T2S R8W
July 22, 1873
NOTE: Los Angeles Road.

GLO MAP T3S R7W
Surveyed by John Goldsworthy October 14, 1875
NOTE: Chino and Temescal Road (Old Ft. Yuma Road).

RANCHO LA SIERRA (Part Allotted to Maria Jesus Y. de Scully)
Surveyed by Hansen and Solano
June 31, 1878
NOTE: Several roads and trails.

RANCHO LA SIERRA (parts Allotted to Thomas Yorba, Conception Serrano de Yorba, Maria Jesus Shorb)
Surveyed by George Hansen and Alfred Solano
Copied July 3, 1878
NOTE: Springs, "House of Raymundo Yorba," and "Old Ranch House."

GLO MAP T2S R8W
June 19, 1883
NOTE: Los Angeles Road, "El Chino Creek," "Old Road," Spadra Road, Pomona Road.

Clearly, much more action had been taken by the Board of Supervisors during this time to improve transportation than would otherwise be indicated from a review of GLO maps alone. Far more interesting is an examination of personal accounts of travel within the study area. One of the best of these accounts was written by Isaac McCarty, the son of Cornelius McCarty, early Prado Basin settler and rancher.

In 1876, Cornelius McCarty moved his family from Texas to Los Angeles. They traveled by railroad with five connections: the Texas Central Railroad to Dennison, Texas; the Missouri Kansas and Texas to Kansas City; the Missouri Pacific to Omaha; the Union and Central Pacific to Sacramento, and finally the Southern Pacific to Los Angeles. The McCarty family would later figure prominently in the agricultural history of Prado Basin. As such, they may be considered among a new wave of westward settlers that successfully developed the study area in a manner which would have pleased Waterman Ormsby, newspaper correspondent on the first westbound Butterfield stage.

The main McCarty ranch was originally established as a small hog farm circa 1876, then as a formal homestead which ultimately expanded into a large-scale dairy during the second decade of the twentieth century (Foster et al. 1987). This complex represented one of the largest and most prosperous dairy operations in the Prado Basin, with supplemental income provided by the raising of both poultry and crops. The main ranch, however, was only one of several Prado Basin properties owned by the McCarty brothers. At least seven other properties were owned by family members, and several others were operated through leases.

In 1876, however, the McCarty family were newcomers to the Prado Basin (then Rincon) area. In 1950, Dr. Isaac A. McCarty, the son of Cornelius, published his early recollections of the family's move to California. His account includes scenes of life in the Prado Basin area with several interesting references to roads.

> There were a number of Spanish-Americans in the district as this was an old settled region. A road led down the canyon of the Santa Ana River to Santa Ana but it was not much used.
>
> Sometimes he [Jesse Mayhew] would send a load of flour to San Bernardino and peddle it to the merchants. At times we boys went with him, sleeping under the wagon at night. San Bernardino then, in 1876, was a typical frontier town reminding me much of places in Texas. Then two roads connected Rincon [the district] with San Bernardino; one followed the Santa Ana River and passed through Agua Mansa; the other swinging away from the river towards what is now the Bloomington district [McCarty and Rolfe 1950:121].

McCarty also recounted one incident which illustrates well the conditions of travel within the Prado Basin study area.

> Then the Santa Ana River at Rincon had not been bridged and we had trouble fording it in the winter when the water was high and quicksand bothered. Sometimes a horse was unhitched from the wagon and one of the boys rode across to test the bottom. If it were bad the team would be unhitched from the wagon and driven across to pack the sand so the wheels would not sink in the sand. We took big chances and got across someway [McCarty 1950: 121].

Thus, with regard to conditions existing in the mid-1870s, McCarty's vignettes illustrated the need for better roads and bridges within the Prado Basin study area. The various petitions of citizen groups, and the subsequent actions of the board, are easily understood in light of McCarty's recollections.

Additional action was taken by the board throughout the 1890s. These final roadway improvements and declarations of public highways

substantially completed the basic road network within the Prado Basin study area. These final Board actions are:

Central Avenue

> At a regular meeting of the Board of Supervisors of San Bernardino County, held May 9, 1891, Supervisor Lord, Garcelon and Glass being present, it was ordered by unanimous vote, that the road connecting Central Avenue in Chino with the Road from Pomona to Rincon, as per annexed map, be declared a public highway" [Road Book A:101].

This declaration of a public highway was something of an afterthought. It denoted one of the final stages in the completion of a true county road system infrastructure.

Pioneer Avenue

> At a regular meeting of the Board of Supervisors of San Bernardino County, California, held on the first day of May 1893, present Supervisors Victor, Turner, Lord, White, and Randall, the following was declared a county road by the unanimous vote of the Board, to wit, A road beginning on the county road running parallel to south line of Chino ranch, at the line fence between D. Yount and S. Pine, and to continue south about one mile to the Rincon and Pomona Road, extending through the lands of D. Yount, S. Pine, Cavanagh Bros, J. Lane and E. Payne, and said road to be forty feet wide" [Road Book A:194].

County Roads

Action taken by the San Bernardino County Board of Supervisors on March 15, 1897, would prove to be the final major step in the completion of the Prado Basin roadway system. It was a general action, in that it adopted a large number of previously existing roads as "County Roads." The majority of roads adopted were actually outside of the Prado Basin study area. They did, however, connect into it at numerous intersections with the "Rincon and Pomona Road." The actual motion read:

> At a regular meeting of the Board of Supervisors of San Bernardino County, Cal, held on the 15th day of March 1897. Present, Supervisors Glover, Holbrook, Newberg and Cooley: On presentation and reading of a petition of residents of Chino, it was moved by Supervisor Newberg, duly seconded and carried by unanimous vote of the members present, that said petition be granted as prayed for, and the following accepted as and declared to be County Roads" [Road Book A:252).

The roads accepted were then unnamed. They later became known as East End Avenue, Pipe Line, First Street, Riverside Avenue, Chino Avenue, Schaeffer Avenue, and Eucalyptus Avenue. The action was significant

helping to complete an extended county network of roads. It is also worthy of note that the petition was granted "as prayed for," a phrase which perhaps provides some insight into the general state of the roadway system at the turn of the century.

Various actions were also taken in Riverside County after 1893, but most roadway-associated improvements establishing the basic network within the Prado Basin study area were originally made when the region was still a part of San Bernardino County.

Finally, two additional San Bernardino County archival records provide information regarding the roadway transportation system within the Prado Basin study area during this time period. Both are water records which, not surprisingly, refer to bridges and/or river crossings used as descriptive landmarks in individual water rights applications. They are:

May 11, 1877: Lore Sulenger and heirs, J. M. Hathaway, John Taylor, R. W. Rives

This document claims the "flow of water from the Creek that Ms. Grant lives on, at the Bridge on it at the road running from near the School House of Chino District, to San Bernardino and the water of Chino Creek at the Big bridge on said road... for the purpose of irrigating land for farming. Said ditch to commence at the first bridge mentioned and intersect Chino Creek at the second bridge and to run through said owners land" (Water Records).

March 23, 1883: John M. Fuqua, William Thomas

A claim filed for rights to 100 inches of water measured under a five inch pressure from the waters of "Fuqua Creek and sometimes called Spring Creek running past Hiddens Grist Mill into the Santa Ana River near the Yorba Ford... to irrigate our respective lands and farms bordering on said Creek." The claim also noted that a ditch was to be built to divert the water "on the Western side of said Creek... about one hundred and fifty yards above where said creek enters said Fuquas land and into and through said Fuqua's land and on the said Thomas land and through it" (Water Records).

Both references contribute to better understanding of the regional transportation system. The first reference, dated 1877, mentions two bridges. These clearly crossed what are now known as Mill Creek and Chino Creek, and are among the earliest references to the spanning of any stream within the study area. The second reference, dated 1883, notes Yorba Ford in reference to the Santa Ana River. This indicates that in 1883 the Santa Ana had still not been bridged within the study area, confirming and extending the earlier notation made by Isaac McCarty circa 1876.

Other bridges would later be constructed, including the span over the Santa Ana River, but these references are of interest in that they provide documentation of bridge amenities associated with the Prado Basin transportation system during the 1870s and early 1880s.

In summary, roadway and transportation improvements within the Prado Basin study area during the period extending from the 1870s to the 1890s were a function of several basic factors. First, by the early 1870s the settlement and demographic character of the area had changed dramatically. No longer was the area regarded as being both encompassed and defined by large and stable ranchos. The land surveys and legal entanglements surrounding the confirmation of rancho lands beginning in 1851 had effectively eliminated this perception. Traffic over Colorado Road, the opening of the Butterfield Overland Mail route, and the continued use of the Butterfield alignment after the company was discontinued, by emigrants and subsequent mail carriers, had ultimately brought a new wave of American settlers to the Prado Basin area. By the early 1870s, the population of the Rincon region had increased greatly and there was a real need for the ordered development of a secondary roadway infrastructure. Curiously, the development of this system would lead to a bureaucratic infrastructure with a history of its own. In brief, an appointment as a road overseer or viewer appears to have been regarded as something of a political steppingstone. The basic roadway network throughout the Prado Basin was in place by the mid-1890s. All subsequent roadway improvements should be regarded as refinements. Many of these improvements including roadway paving (as later described in more detail) were extremely important. But the most basic transportation system itself was fully formed prior to the turn of the century. Roads would always have a much greater influence on the the Prado Basin study area than any other form of transportation. During the late nineteenth century another form of transportation, the railroad, would have a clear and distinct, but temporary, impact.

5. THE RAILROAD AND TRANSPORTATION IMPROVEMENTS

The Railroad and Rincon

The railroad officially became a part of the history of the Prado Basin on the same day the first land was sold to the newly-formed Rincon Town and Land Company. On December 23, 1886, land was deeded to the Santa Ana & Los Angeles Railroad Company for necessary rights-of-way and depot grounds. The growth and decline of the town of Rincon/Prado would be allied with that of the history of the railroad for the next 40 years. The purpose here, however, is, not to detail the history of the town (Greenwood et al. 1987), but to show to what degree the railroad influenced the development of the Prado Basin study area.

The tracks, then known as part of the California Central branch of the Atchison, Topeka & Santa Fe network, reached Rincon in June of 1887. In 1890, one account noted:

> The station and post office of Rincon is on the Santa Ana division of the California Central (Santa Fe) Railway, about twelve miles south of Riverside, and four miles from the Los Angeles County line. There are two daily mails here, a telegraph and an express office, hotel, two general stores, etc. [Lewis 1890:484].

By 1893, Rincon was one of the stops on what was known as the Southern Kite system. This was a very large figure eight network with a junction at San Bernardino. The smaller portion of the loop, including Highland, Mentone, and Redlands, was to the east . The much larger western loop passed through Riverside, Corona, and Rincon en route to Santa Ana, and then turned northward to Los Angeles and back to San Bernardino by way of Pasadena, Santa Anita, Pomona, Rialto and Colton.

> What has the Santa Fe done for southern California? Indeed, we may rather ask, "What has this great company not done for southern California?"... Taking the kite-shaped track, a finer or more enchanting ride is not to be had anywhere... this beautiful panorama train makes the round trip each way daily [Bynon 1893:29].

The development of this network was important in connecting Rincon, and the Prado Basin, to a much broader economic system. Historical events would ultimately prove that not even a railroad could guarantee the successful growth and development of a town, but at the turn of the century, at least, hopes were still high among Rincon residents.

In 1904, the Santa Fe main line purchased the California Central system. The Santa Fe proceeded to make a number of improvements to both the facilities at Prado (renamed from Rincon by this time) and to the track system itself. A depot and section house were built at Prado, and efforts were under way by 1907 to upgrade the roadbed to carry trans-continental passenger and freight traffic.

The newly rebuilt route did carry a greatly increased volume of traffic and, in 1909, a freight house was built at Prado. The railroad also maintained a section house, in addition to the ticket office and a freight and express office at Prado, until 1919. The section house was apparently discontinued about 1919, and the agent listing was dropped in 1927 when the Santa Fe ceased regular service at Prado (Greenwood et al. 1987:34).

It would appear that the railroad played an important role in the transportation history of Rincon/Prado and the Prado Basin study area from the late 1880s to about 1920. This is probably a reflection of the relative importance of the town, as its character had certainly changed dramatically by this time. Of greater importance, however, is the possibility that other transportation-associated improvements within the Prado Basin had obviated the need for the rail transportation of passengers and freight out of the Prado station. Specifically, improved surface transport, including the paving of both state highways and county roads throughout California, had drastically altered the means by which rural goods were brought to market. The movement leading toward better California roads actually began in the mid-1890s. By 1920, the basic state highway system and secondary paved road network was in place. This, in turn, had a definite impact on rural areas and the manner by which development of these areas took place. As shall be shown, roadway development (and the effects of World War I market prices) resulted in a dramatic change in the production of farm goods within the Prado Basin.

The decline of the town of Rincon/Prado may be linked to improved transportation. This is not a theoretically stunning conclusion in and of itself, as many towns continue to die even today as they are bypassed by freeways or interstate highways. However, it is yet another example of how transportation has directly influenced the history of the Prado Basin study area.

The California Highway Commission: Paving the Way to Better Roads

Prior to 1895, all roadway systems and improvements in California were the responsibility of the county within which each road was located, or of the private individuals or corporations who operated licensed routes as toll roads. As seen in the nineteenth century development of the Prado Basin system, citizen groups would petition the Board of Supervisors for the construction of a new road or the declaration of an older road as a public highway and/or county road. Initially "Road Viewers" would assess the qualities of the proposed route, and, if acceptable, an appointed "Road Overseer" would manage this and other roads within their district. The county would thereby assume the liability for the construction and maintenance of such a road from public coffers while acquiring rights-of-way and levying taxes to cover costs of construction.

This system, as carried out in San Bernardino, did not differ radically from that of the majority of counties in the State of

California. The chief difficulty, of course, was that travel across county lines often proved to be less than satisfactory, as the condition of roads was either dependent upon the individual qualities of each district supervisor or overseer, or the general financial state of each county. As a result, a more centralized plan was urgently required.

The State took the first step on March 27, 1895, through a legislative act creating a Bureau of Highways with three members appointed by the Governor for a period of two years. The duties of the members were: to study highway laws in California; to study the laws of other states; to survey roads within each county in the state in relation to their physical features; to analyze their economic and legal status; and to summarize costs and expenditures made by counties for the preceding 10 years.

The Bureau of Highways was organized on April 11, 1895, and on November 26, 1896, it submitted a report recommending the creation of a system of 28 State highways. The guiding principles of this report were: to lay out highways along the easiest lines of communication; to traverse the major belts of natural wealth within the state; to connect all of the large centers of population; and to reach each county seat within the state and tie it into existing county road systems.

The Act of 1895 was repealed in 1897, and a Department of Highways was created. The Department of Highways Act established three Highway Commissioners to be appointed by the Governor, and this department carried out its duties regarding the development of "State Roads" in a limited capacity until 1907, when it was merged by legislative enactment into the State Department of Engineering. The legislature also took action in 1907, to assist the development of county roads under what is generally known as the Savage Act. This permitted counties to bond their whole property for road-building purposes, and greatly facilitated the construction of local county networks.

On March 22, 1909, the Legislature passed the "State Highways Act," providing for the first of three major bond issues (1909, 1915, and 1919) prior to 1920. In 1917, the State Legislature authorized statutory recognition of the California Highway Commission as a subdivision of the Department of Engineering, transferring all state roads earlier constructed by the State Engineer to the Commission. Finally, a central organization had been officially created to oversee the development of a state road system. The only real problems encountered in the implementation of plans resulted from the United States' entry into World War I in April of 1917. Labor shortages and transportation/freight embargoes contributed to escalating contract costs, but in most cases work was completed within a year of the original estimated date of completion (California Highway Commission 1917-1918:10).

The various bond issues were actively promoted by numerous private groups including the Good Roads Bureau of the California State Automobile Association and the Automobile Club of Southern California. Members of these groups would call upon the County Board of Supervisors and hold meetings with Parent-Teacher Associations, mothers' clubs, Granges, and local farm bureaus. The assistance of newspapers in every

county was enlisted, and lectures were given at local schools, meeting houses, churches, and movie theaters. The general level of public awareness regarding the need for transportation improvements was already high. Bad roads were there for all to see, and the problem was the subject of nationwide derision in sources ranging from official reports to the Sunday comics. The efforts of these private California groups, however, served to focus public attention on the issue, and to promote the passage of a large number of individual county bond issues. County improvements were subsequently designed, for the first time, to link efficiently and cost-effectively with a centralized state trunk-line system. To manage local programs, many county highway departments were also established along the lines of the California Highway Commission or the preceding Department of Highways. In most instances, these new county organizations replaced the earlier, much more cumbersome, system whereby individual Boards approved roadway improvements and actions.

Roads in San Bernardino County Circa 1920

In 1920, with an area of approximately 21,157 square miles, San Bernardino County encompassed an area the size of the combined states of Massachusetts, Connecticut, and New Jersey. It was the single largest county in the United States, and its roadway problems were of an equal magnitude. This was largely due to the fact that its principal economic base was located in the extreme southwestern portion of the county (San Bernardino Valley), while most of the land area was north and east of the Sierra Madre and San Bernardino mountains, in an area generally known as "The Desert."

The problems encountered in crossing the desert and in maintaining desert roadways were extreme. Weather and temperature differentials often required unique engineering solutions, and the otherwise simple task of obtaining construction materials became a true burden. Likewise, in the highly populated area located to the southwest of the mountains, the heavy road tonnage (commercial, business, tourist, etc.) required a separate set of design and engineering solutions. The area around Chino, in particular, was subject to heavy tonnage use as a result of the highly developed regional agricultural industry. The Chino district had "one of the largest beet sugar factories in the state to which loads of sugar beets are hauled that test the highways as no other product of the county does" (Blow 1920: 214). Highways and roads were an issue which every county resident could readily understand. Historically, these were issues, as in the 1897 petition by Chino residents, for which solutions were actually "prayed for."

As a result, a $1,750,000 bond issue was voted for in 1915. Nearly all of the funds provided were to be used in the densely populated San Bernardino Valley. The only improvement outside of this area was the construction of a paved road from San Bernardino to the Cajon Pass. As described in 1920:

> The road system provided under this bond issue consists of 124.24 miles of concrete highways, sixteen feet wide and four inches thick with three foot shoulders of oil

> bound macadam, the overall width of the highways being twenty-two feet. In addition to the concrete roads built under the bond issue, 96.14 miles of four inch-thick oil bound macadam roads twenty feet wide were comprehended therein, to serve those sections of the county where the road burden was not of sufficient tonnage or volume to justify the more expensive type of pavement, the total extent of paved roads provided being 220.38 miles [Blow 1920:210-211].

To implement these plans, the San Bernardino County Board of Supervisors had earlier (in 1912) appointed a county Highway Commission. The first engineer in charge of operations was J. S. Bright, Jr., who reportedly worked "with only one thought in mind, to provide a sadly needed county highway system in the shortest time compatible with securing an economical job" (Blow 1920: 211). L. R. Lothrop served as County Highway Commissioner, and he is credited with developing the system of using convict labor on the construction and maintenance of county roads during this early and critical phase of San Bernardino County roadway expansion.

This system paralleled the enactment by the State Legislature in 1915 of the "Convict Labor Law." This authorized the use of convicts in the construction and maintenance of State Highway programs. Monetary incentives were not provided under this program, but a substantial commutation of sentence (one day for every two days of labor) was offered as incentive. The San Bernardino County program, as established by Lothrop, differed in that it only utilized men sentenced to the county jail for minor offenses, and it paid them 35 cents a day for their work.

In review, the period extending from 1912 to 1920, including the establishment of the San Bernardino County Highway Commission, the 1915 approval of the construction bond issue, and the implementation of the convict labor system, was critical to the development of a modern roadway network in San Bernardino County. This period began with the establishment of a formal bureaucratic system, the County Highway Commission, which replaced the earlier, cumbersome system of road "Viewers" and "Overseers" who received individual and specific instructions directly from The Board of Supervisors. Second, it provided for much-needed funding, and tied into the already burgeoning State Highway system. Finally, it maximized the use of allocated funds through the use of convict labor and, however controversial this system proved highly successful on a short-term basis.

In 1920, San Bernardino County had an estimated total county road mileage (paved and unpaved) of 4331 miles. Of this total, one surveyor recorded that 220.38 were county paved roads and 48.87 were paved State roads, for a total of of 269.25 miles of paved roadway (Blow 1920: 128). A second surveyed estimate stated that there were 330 miles of oiled dirt roads, and 96 miles of oil-bound macadam (asphalt) exclusive of the State Highway system, within the 4331-mile county total (Blow 1920:215).

At this time, neither a State nor San Bernardino County Highway crossed the boundary of the present Prado Basin study area. The Pomona-Rincon Road, however, was an improved or oiled county road. It provided an alternate route to Los Angeles from Riverside and connected to the Riverside County Highway running through Rincon, en route from Riverside to Santa Ana.

Roads in Riverside County Circa 1920

In 1915, after extended debate, Riverside County passed a highway/road bond issue for $1,125,000. A County Highway Commission was appointed by the Board of Supervisors, with instructions to lay out plans and develop financing for a suitable county road plan. As noted earlier, much of the Riverside County road system had been developed prior to 1892, when Riverside was still part of San Bernardino County. Commercial and agricultural growth and development during the intervening years had accelerated dramatically, and road traffic was both large and varied. As in San Bernardino County, this growth more than justified the development of a paved road system.

George M. Pearson, county surveyor, was placed in charge of the construction of Riverside County roads. As described in 1920:

> the road system developed under the bond issue ties up Riverside, the county seat, with every town in the county and also connects the road systems of Orange and San Diego Counties, the road bearing the major burden of travel being that, perhaps, which trends to the southwest from Riverside through Corona to the Orange County line (Blow 1920:202).

A major segment of this road, as it passed through the present Prado Basin study area, was originally a part of the Pomona-Rincon/Old Fort Yuma and Los Angeles Road. It ran directly through Rincon, from Corona, and then headed west toward Santa Ana Canyon. This road was essential to the survival of Rincon as a community during the period extending from 1915 to construction of Prado Dam (1939-1940).

By 1920, the Riverside County road system was still in a developmental phase. Yet considerable progress had been made, and out of an estimated total (paved and unpaved) of 1714 miles of road, 140.56 miles were listed as paved county highway, and 19.66 miles were noted as paved State highway.

Appraisals, Agriculture, Roads and Over-Production

Appraisal of Prado Basin lands leading directly to acquisition actually began in the mid-1930s, under the auspices of the Orange County Flood Control District (OCFCD). Almost all of this information was transferred to U.S. Army Corps of Engineers (CoE) archives prior to the construction of Prado Dam. A wealth of information regarding the Prado Basin area is contained in the CoE tract/parcel and case file

acquisition records. These documents are primary sources of information. In most instances the built environment (house, barns, agricultural improvements) was the focal point of the investigation, but the same documents may also be used to write vivid social, political, and economic accounts of the Prado Flood Control Project including the relationship of roads and roadway improvements to agricultural growth and development in the Prado Basin area.

The Prado Basin study area is part of a low-lying interior valley, well suited to the growing of all general field crops. The region was historically well watered, and summer temperatures were moderate in comparison to adjacent hillside areas. Winter temperatures were correspondingly lower, but this meant only that the region was not best suited to the growing of more sensitive citrus fruits.

In effect, the general area was ideal for general farming purposes. This accounts, in part, for the intensive period of homesteading, land patent claims, and rancho sales and subdivisions, beginning in the late 1860s and extending into the 1880s. The Prado Basin area agricultural industry continued to develop until the actual acquisition of lands leading to the beginning of the construction of Prado Dam in 1939. Several categories or farm types are represented in this extended period of development: Mission tradition stock ranching, nineteenth-century homesteading and general farming, pre-World War I twentieth-century farming, and post-World War I farming.

Mission tradition stock ranches were the earliest agricultural units established in the Prado Basin. This tradition persisted from the first ranches to the 1870s, when it was replaced by smaller general farms or homesteads. The nineteenth-century homestead tradition lasted from the 1870s to the early years of the twentieth century. The farms were quite small, from 40 to 160 acres, and were generally operated by a single-family unit. Prior to World War I, many of these smaller farms were purchased or leased by extended single-family cooperative farming groups. In addition, heavy emphasis was placed on the development of dairy farms as specialized production facilities. This trend continued after World War I, ultimately resulting in the virtual disappearance of the small general farms, and their replacement with either larger corporate farms or larger single-family specialized farms focusing on dairy production with some associated general crops.

These farms raised alfalfa and/or corn for feeding to the dairy herd or to work animals. As noted in a 1938 appraisal report, "The practice is to rotate from alfalfa to corn, to tomatoes, to sugar beets and back to alfalfa" (Schmutz 1938: 23). As noted earlier, sugar beet production and processing in the Chino area was a major factor in computing roadway tonnage requirements, and in planning for future highway improvements on the part of the California Highway Commission.

The various highway and roadway improvements made in the Prado Basin area may be linked directly to regional agricultural production, progress, and land values. In his 1938 appraisal report, George Schmutz noted:

> The consensus of well informed persons is that farm prices will never again reach the level of the 1920's, and probably not reach the pre-war levels, except for certain superior lands. This broad statement requires an explanation of the line of reasoning responsible for the conclusion. Immediately before the World War great strides were made in the opening of new highways into hitherto inaccessible areas, and in the construction of hard surface pavement on country roads, and in the electrification of rural areas. A great area of new farm lands were brought into production by the opening of new regions and the development of reclamation projects and the installation of deep pumps. In addition thereto, the introduction of power to farming operations, such as the tractor, tremendously increased the per capita production of farm products.

Schmutz concluded that agricultural development in the Prado Basin area had been supported artificially by increased World War I markets and prices, improved transportation, electrification, etc., and that the depressed market value of Prado area farmland in the 1930s was a direct result of over-production. History has ultimately proven Schmutz wrong with regard to farmland value, but only as a function of the value of such land for subdivided residential and/or industrial development. There is little doubt that in the mid-1930s, Schmutz was entirely correct, and that improved transportation had played a key role in the over-production of farm products.

6. THE END OF THE ROAD: DAM CONSTRUCTION, CLOSURES, AND REALIGNMENTS

Railroad and Highway Relocation

The construction of Prado Dam was a landmark event in the history of flood control in Orange County. It was the single largest component in the flood control system for Orange County, and without the dam virtually no major growth could have taken place throughout much of downstream Orange County. Nevertheless, decades of debate would take place including bond issues, referendums, and endless technical discussions.

The design and location of Prado Dam were of extreme economic and political concern to flood control planners. The dam site was ultimately chosen for two major and equally compelling reasons. First, the cost of relocation of highways and the railroad would be prohibitive for any site located at the lower end of Santa Ana Canyon, in Orange County. Second, hydrological studies made by the United States Engineer Office determined that a siphon-type spillway required at the lower location would not provide adequate protection. As a result, the dam site was moved upstream to the present location, which allowed the use of an emergency spillway, and posed fewer problems with regard to transportation relocation (Swanson and Hatheway 1989).

Transportation, therefore, did play a rather ironic role in the final years of the history of transportation within the Prado Basin study area. Transportation relocation cost problems loomed extremely large in the alternate southern dam location. This heavily influenced the selection of the Prado Basin site, and ultimately brought the transportation history of the Basin, as it had developed for well over 100 years, to a close.

Prado Dam was completed within two and one-half years of the issuance of the original contract work order, or about the same length of time that the Butterfield stage line was in operation. The work on the dam, begun by Prado Constructors on November 1, 1938, had been carried out in full by April 29, 1941. Despite numerous change orders, delays, and often inclement weather, Prado Dam was completed without penalty, and ahead of the May 1941 deadline.

Work on the transportation relocation work had begun in advance of the actual construction of the dam. As noted in the contract agreement with Prado Constructors, the completion of this work was essential to the scheduling of construction activity associated with the dam itself. The prime contract for the construction of the dam contained numerous penalty clauses. The only major anticipated reason or justification for delay, in fact, was related to the abandonment and/or relocation of Highway 18 and the Atchison Topeka & Santa Fe railroad tracks. If the contractors in charge of this relocation were responsible for delays they, in turn, would be subject to severe penalties.

Plans for the relocation were rushed to completion. The Army Corps of Engineers (CoE) was finalizing its plans for construction of the dam, and Major Theodore Wyman, U. S. District Engineer, had instructed the county board to have both the highway and railroad relocations in place by no later than October 1, 1938 (SBC April 22, 1938). The time frame stipulated was unrealistic, but it underscored the sense of urgency attached to this task.

Early in May of 1938, the Southwest Builder and Contractor (SBC), carried a notice that the Orange County Flood Control District was preparing plans for the construction of 6.21 miles of the Atchison, Topeka & Santa Fe Railway, and 1.53 miles of California State Highway 18 (SBC May 6, 1938:44). Contractors were invited to qualify themselves as responsible parties prior to May 12, 1938. No bids were to be considered unless the bidder's qualifications had been previously established.

On June 17, 1938, notice was published that bids for the railroad relocation and highway construction would be received until July 5, 1938. Specifications for the work were published, and all bids were to be sent to the Orange County Board of Supervisors. At this time the project director was M. N. Thompson, Chief Engineer, Orange County Flood Control District (SBC June 17, 1938:32).

The firms of Person and Hollingsworth and Wilber H. Cole, respectively, were selected as the contractors for the highway and railroad relocation work. Work was begun immediately, and the railroad portion of the contract was completed in March of 1939. The relocation of Highway 18 was completed on December 8, 1939 (Smith 1940:19).

The contractors took somewhat longer than anticipated, but this was partially due to amendments to their original scope of work. The railroad relocation process had a rather humorous aspect to it. When Orange County turned over use of the newly-completed railway alignment to the Santa Fe, in late March of 1939, the county became owner of the old roadbed, with all its amenities including the Santa Ana River Bridge and all of the steel rails. One newspaper article noted:

> It was the bridge that engaged the attention of the county supervisors late yesterday. They like the idea of owning a big bridge of seven 90-foot spans, but, after all, there isn't anything much to do with it except sit on it and hang their heels over the edge. Or play peek-a-boo through the ties. Or play hobo and build a fire under the bridge.
>
> Rejecting these attractive possibilities, the supervisors kept their minds on business and decided to sell the bridge [Register March 29, 1939:4].

The bridge, rails, and left-over scrap metal were ultimately sold to the highest bidders, but only with the stipulation that the metal not be sold to Japan where, as one account noted "it might become involved in another scrap" (Register April 6, 1939:18).

Relocating the highway through Santa Ana Canyon had actually been anticipated for a number of years, but no improvements had been implemented because the location for the dam had not been finalized. As a result, traffic tended to bottleneck in the canyon. This delayed all weekend or holiday traffic en route to either the beaches or the mountains. In addition, the highway carried heavy traffic from the Los Angeles harbor district to the inland areas of southern California, Arizona, and Nevada.

The roadway relocation was carried out in two stages. The first was the grading and preparation of the roadbed, carried out by the firms of Person & Hollingsworth and Wilber H. Cole. On January 10, 1939, a second contract was awarded by the California Division of Highways to the V. R. Dennis Construction Company for constructing and paving the highway from Corona to the Orange County line. This relocation (Highway 18) was completed on time and without controversy, but the same article which announced the completion of Highway 18 also noted:

> Another significant development made necessary by the Prado Dam is the necessity for the relocation of the State Highway between Prado and Pomona. This route is one that is likely to become of major importance due to its strategic geographic location.
>
> As some five miles of this route in the vicinity of Prado is under the ultimate highwater line, its relocation is necessary and will involve reconstruction of between five and six miles of highway to make satisfactory connections outside of the flood water basin [Smith 1940:28].

The relocation of this highway would become the focal point of a major court case. During the interim, however, both Riverside and San Bernardino counties proceeded to announce road closures within the Prado Basin area with unusual dispatch.

Road Closures: Riverside and San Bernardino Counties

Prado Dam was placed into full service in April, 1941. Almost all of the roads, however, remained under county jurisdiction for a lengthy period of time thereafter. The reasons for this are somewhat unclear, but they were probably related to access for tenants, a county desire to maintain some jurisdiction, and an on-going dispute as to who was responsible for roadway maintenance.

San Bernardino County was the first to relinquish a limited number of rights-of-way it held in the Prado Basin. On January 17, 1944 the board voted to abandon a lengthy list of Prado Basin roads. The order read: "Now Therefore, Be it resolved and ordered by the Board of Supervisors of the County of San Bernardino that all of the following described roads be and the same are hereby vacated" (Road Book G:387). The listing of abandoned roads follows:

1. Those portions of Cypress Avenue, San Antonio Avenue and Fern Avenue, lying within the Prado Flood Control Basin and below elevation 556 feet...

2. That certain unnamed street lying approximately 2640 feet southerly from and parallel with Brickmore Avenue between Central Avenue and Pine Avenue, excepting therefrom such portions thereof included within Palmetto and Euclid Avenue...

3. Johnson Avenue between Pomona-Rincon Road and the easterly extension of the northerly line of Government Parcel No. 118...

4. McCarty Road from Pomona-Rincon Road to Cucamonga Avenue.

5. Cucamonga Avenue from the westerly extension of the southerly line of McCarty Road lying easterly of Cucamonga Avenue southerly to the boundary line of the County of San Bernardino.

6. Hellman Avenue from the easterly extension of the southerly line of McCarty Road southerly to the boundary line of the County of San Bernardino [Road Book G:385].

The Riverside County Board of Supervisors took action on August 14, 1944, "whereby it was resolved to vacate and abandon as unnecessary for present or prospective use, all of the following described roads" (Minutes Book 35:24):

a. Hellman Avenue within the County of Riverside.

b. Water Street... excepting such portions as lying within River Street also known as Auburndale Road.

c. Garden Street from Water Street... excepting therefrom such portions thereof lying within aforesaid River Street.

d. Auburn Avenue from Garden Street to the southeasterly taking line of Government Parcel No. 179.

e. Sylvester Street from Water Street... to Dale Street.

f. That portion of Hudson Street lying southwesterly... of Sylvester Street.

g. Main Street from the northwesterly line of Sylvester Street...

h. Jameson Street from... Sylvester Street to... that portion of Government Parcel No. 198 lying between Jameson Street and Chapman Street.

i. Chapman Street from... Sylvester Street to... Government Parcel No. 198.

j. That portion of Sylvester Street to... Government Parcel No. 198.

k. Rincon Street from Corydon Street to... Pulaski Street.

l. Water Street, also known as Vicente Street, from... Yorba Street to... Government Parcel No. 52.

m. Yorba Street from the Government Taking line... to its northerly terminus at... Government Parcel No. 77.

n. Main Street from Yorba Street to... 8th Street in the Townsite of Prado, which said street is a portion of State Highway No. 77.

o. Highland Avenue from 8th Street to... 6th Street.

p. Center Street from the depot grounds of the Atchison, Topeka and Santa Fe Railway Company to the southerly terminus of Center Street... .

q. That certain unnmed road easterly of... Government Parcels Nos. 47, 48 and 49 from the State Highway No. 77, also known as Pomona-Rincon Road to the southeasterly line of that certain unnamed road... .

r. That certain unnamed road lying adjacent to the southeasterly line of Government Parcel No. 165... to the boundary line of the County of Riverside.

s. That certain unnamed road being maintained by the County of Riverside... from that certain unnamed road last hereinabove mentioned... to the eastern terminus of said road.

The counties of San Bernardino and Riverside did not give up all, or even the most important, of their roadway rights-of-way in taking the above actions. They still held the rights, or thought they did, to the most important alignment, the Pomona-Rincon Road, the much older route of the Colorado Road and the Butterfield Overland Mail. The controversy surrounding this alignment would eventually be the subject of a massive 56-page decision by the District Court of the United States (O'Conner 1946).

The Pomona-Rincon Roadway Dispute

The dispute appears to have begun simply enough. On June 2, 1942, Edwin C. Kelton, Chief Engineer, U.S. Army Corps of Engineers, received a letter from C. H. Purcell, State Highway Engineer, California Department of Public Works. This letter detailed the results of several meetings held regarding State Highway Routes 77 and 192 (Pomona-Rincon Road) in San Bernardino and Riverside counties. The letter offered itself as the tentative draf. of an agreement whereby the government would replace those portions of the highway affected by the constructio· of the Prado Basin Flood Control reservoir. Total costs were estimated at $665,330.24, with the U.S. share estimated at $520,808.74 and the state to pay the remainder.

The government eventually assumed this responsibility under contracts dated June 21, 1943 and July 6, 1943. The government subsequently obtained the legal right to flood all roads in question from both San Bernardino and Riverside counties on January 3, 1944, an action followed by the previously noted roadway abandonments.

The question of the relocation of the Pomona-Rincon Road again arose in 1945. By this time, it had become a court case which was heard before the U.S. District Court, with the pre-trial hearing in December of 1945, and the judgment delivered on June 27, 1946. The court decided in favor of the United States. Specifically, it was determined that both the counties and the State were at fault. The counties had no legal right to divest the State of any interest in roads which were designated as State Highways. Pomona-Rincon Road had, in fact, been designated as a State Highway in 1931 (Route 77 portion) and in 1933 (Route 192 portion). The conclusions of the court case contained this comment:

> This is not a case in equity where one of the parties is non compos mentis and has been defrauded, and is appealing to the conscience of the Chancellor for equitable relief, but a case involving primarily the legal construction of State statutes and contracts, particularly the agreements entered into by parties thoroughly familiar with the subject matter... .
>
> This decision is concededly reluctantly rendered by the Court because of its regrettable consequences to the State, but the Court did not make the agreements for the parties here... . In any event it should be remembered that the litigants herein are not private persons but sovereignties; and the public, state and/or federal, will eventually pay for the relocation of these highways [O'Conner 1946:55-56].

The judge chose his words carefully, but his comments may well be interpreted as saying that the State and and most certainly the counties were ill-advised in making various agreements. The counties had authorized a flowage easement over a State highway, and at the same time had entered into an agreement holding the government harmless. The

State was implicated primarily by association, and would have to bear responsibility for any future costs of relocation.

Highway 71, as it is known today, was relocated at shared expense and/or concession (Federal, State, and county) in 1949-1950. Earlier, the counties of Riverside and San Bernardino agreed to release the government from any responsibility to maintain roads, ingress or egress, or to construct or cause to be constructed access roads within the Prado Basin. The sum that the government agreed to pay for these concessions was $650,000 (Pitt 1949:4). The continuing importance of this historical transportation route is demonstrated by current plans to upgrade Highway 71 to a freeway.

7. SUMMARY OF TRANSPORTATION AND ASSOCIATED RESOURCES

Prehistoric to 1820s

Indian Trade Trail/Anza Expedition Route

This is the probable route taken by Sebastian Taraval, and the later route of the Anza Expedition. The actual location is unknown, but in light of information regarding Guapa and the route to San Gabriel, this trail passed adjacent to or within the boundary of the present study area.

Road to San Gabriel from Guachama

This is the first documented "road" which passed either within or directly adjacent to the study area. It was described by Sanchez in 1821 and, from his description, it appears to have been both well-traveled and well-known. The road passed through Guapa on the way to San Gabriel, and was also referred to as the road to the Colorado River in an 1822 Mission San Gabriel annual report (Beattie 1925:236).

Guapa

This is potentially the earliest historical resource within or directly adjacent to the Prado Basin study area. It consisted of both a place name (Hill of Guapa) and a region (Guapa Rancho), and was operated as a San Gabriel Mission-associated Indian rancheria. Its location is uncertain, but new information strongly suggests that the rancho of Guapa extended into the study area (Hatheway 1989).

Santa Ana Canyon Road

This road/trail probably followed the general course of the Santa Ana River, through lower Santa Ana Canyon, into the present Orange County area. It is shown on an 1853 survey map prepared by Henry Hancock, and likely led to the early Yorba residence in the canyon and to the Camino Real connecting to Mission San Juan Capistrano.

1830s and 1840s: The Gila Trail, Colorado Road, and the Emigrant Trail

Jackson Route/Gila Trail/Colorado Road

This route is first known to have been traveled by members of the 1831 Jackson Party. It was taken subsequently by numerous Gold Rush and immigrant groups en route to the gold fields in the late 1840s, and was later known as the Emigrant Trail. The route was heavily used, and it was designated as among the first of Los Angeles County public highways in 1851. From north to south, the route left Los Angeles en route to Warner's Pass by way of San Gabriel, Chino, Rincon, Lake Elsinore, and Temecula.

Santa Ana Crossing

This place is referred to by Benjamin Harris, a member of the 1849 Duval Party. It may also be the location of the campsite of the 1831 Jackson Party, which Warner later noted as on the Sierra Rancho at the Santa Ana River. This is the probable location of what was later known as the Yorba Ford and was located within the project area near the townsite of Rincon.

Yorba's House

Benjamin Harris, a member of the 1849 Duval Party, notes that his group spent time "nooning at Yorba's." Considerable speculation has taken place regarding the location of this early Yorba residence, and locations on both the north and south banks of the Santa Ana River (near Rincon) may be equally well justified. Regardless, this location is clearly different than that of the present Yorba-Slaughter Adobe.

Chino Ranch House

This is the location of the Isaac Williams residence. It is clearly outside of the study area, but is of major importance to an understanding of the study area in that almost every traveler crossing the Prado Basin during the 1840s either mentioned it or stopped at it.

Bandini Lumber Road

This road has been mentioned in association with the Bandini-Cota Adobe (Theodoratus Cultural Research [TCR] 1983:29). The road is only associated with the Prado Basin study area through its connection with Bandini. The location was actually in the San Bernardino Mountains, and it was built for commercial purposes. No portion of it crossed the Prado Basin, although Bandini may have used some timber obtained from the mountains in the construction of his adobe or for use at his ranch.

1850s and 1860s: Surveys, Trails, Roads, and the Butterfield Overland Mail

Yorba-Slaughter Adobe

This structure, built in 1851, was later than the earlier noted Yorba residence near the Santa Ana River crossing. It is mentioned in several accounts of travel, most notably those of the Butterfield Overland Mail, during the 1850s and was located directly above the route of the stage, later known as the old Fort Yuma to Los Angeles Road and/or the Overland Mail Road.

Butterfield Overland Mail Route

This road crossed the Santa Ana River near the townsite of Rincon, and then crossed Chino Creek about a mile to the north. It followed, for the most part, the approximate alignment of the historic Pomona-

Rincon Road. Exceptions to this include the diversion around the foot of the hill located directly to the east of the Yorba-Slaughter Adobe.

Old River Road

This road is referenced in two of the road applications, on November 30, 1876 and again on February 21, 1882. The extreme eastern end of this road is probably depicted on an 1872 Plat of the Jurupa Rancho. It was then called the "Road from El Rincon to Roubidoux," and it followed the north bank of the Santa Ana River. It connects to the "road from Roubidoux to San Bernardino" at the house of Louis Roubidoux. This road may actually be a portion of the original route from San Gabriel to Guachama via Guapa, and it probably connected to the previously mentioned lower Santa Ana Canyon Road leading to San Juan Capistrano.

Cattle Trails and Secondary Roads

These are mentioned in almost every set of field survey notes during this time period. Their precise location or alignment is unknown as the GLO maps generally show them only where they cross property or section line boundaries. They indicate, however, that a very early secondary road/trail system had begun to develop prior to the establishment of formal roads and additional public highways during the American Period.

1870s to 1880s: American Period Settlement and Development

Old Fort Yuma to Los Angeles Road

This was declared a public highway by the San Bernardino County Board of Supervisors on February 8, 1872.

Rincon Road

After much discussion this road was declared a public highway on February 17, 1876.

McCarty Road (portion of)

This portion of what would become McCarty Road was established on December 18, 1876. Later portions were added in October of 1881.

Cucamonga Avenue (portion of)

A portion of this road, within the study area, was ordered opened by the Board on March 12, 1878.

Chino-Corona Road/Comet Avenue (portions of)

This road was ordered opened and declared a public highway on February 21, 1882.

Pine Avenue

This road was declared a county road on May 3, 1882.

Archibald Avenue (extension of)

This section was declared a public highway on August 1, 1887.

Central Avenue

This road was declared a public highway on May 9, 1891.

Pioneer Avenue

This road was declared a public highway on May 1, 1893.

Various Connecting Roads

This was a general order by the Supervisors in an effort to improve the overall condition of roads as they connected to Pomona-Rincon Road. The action was taken March 5, 1897.

The Railroad: A Transportation Interlude

Rincon Townsite/Depot

Land and rights-of-way for the railroad and depot were deeded to the Riverside, Santa Ana & Los Angeles Railroad Company on December 23, 1886. By 1887, the latter became part of the Atchison, Topeka & Santa Fe California Central system. A depot was maintained at Rincon/Prado until about 1927. The tracks and all other railroad facilities were eventually removed as part of the relocation of the railroad for the construction of Prado Dam. The spur line and loading platform,however, were, maintained during the initial phases of construction in order to facilitate delivery of supplies.

Santa Ana Railroad Bridge

The concrete piers for the original roadbed alignment are currently standing within the Prado Dam area below and to the south of the dam embankment. Only the piers remain within what is left of the original Santa Ana River channel. These are not the original piers as constructed in the late 1880s, but represent fragments of a much later bridge structure built in the late 1920s.

Bridges

The early travelers through the Prado Basin crossed the Santa Ana River at a ford which, from all accounts, was at or very near the later town of Rincon/Prado. It is likely that the first two Yorba dwellings were on the north and south banks at this crossing on the main route of

travel. No records of a bridge until the 1870s have been found, but several were built in the late 1800s.

Big Bridge on Chino Creek

This structure, mentioned in a May 11, 1877 application for water rights, is the earliest for which there is a documentary record. It was apparently a predecessor of the Chino Creek Bridge designated as PB-107 by Langenwalter and Brock (1985:8-104). This was probably a wooden bridge, and the location lends credence to the assumption that this was a crossing for the Los Angeles-Ft. Yuma Road and the Butterfield Stage, about one-half mile above the confluence of the creek and the Santa Ana River. Unless there had been an intermediate replacement, the second bridge was built ca. 1904 and was used until the construction of Prado Dam. The 1904 structure was a Fine Panel Pratt riveted span built of steel with 3-inch wooden floor planking (Figure 7.1). It was 80 feet long and rose 18 feet above the stream bed.

Mill Creek Bridge

This is the other structure mentioned in 1877. It was probably in the same location as a later crossing of Mill Creek which was located between Parcels 156 and 39 on Cucamonga Avenue. The replacement was formally abandoned by the Riverside County Board of Supervisors on August 14, 1944.

Santa Ana River Bridge

The river crossing has also been called the Rincon Bridge at various times and designated as PB-96 (Langenwalter and Brock 1985:8.97). No structure was mentioned in water records of 1883, but it had been erected prior to the petition for Durkee Road in 1888 (Figure 4.1). An undated drawing of either the original or an early replacement depicts a wooden bridge with a 40-foot span (Figure 7.2). This crossing was also on the route of the Butterfield Stage. It was replaced in 1916 and on several other occasions when it was destroyed by flooding. The last span was still in service in 1942 (Purcell to Kelton 1942).

Serrano Bridge

Designated as PB-95, this span was built about 1900, as a Pratt riveted span with wooden floor planks, probably much like the other bridge across Chino Creek (PB-107, above). It connected the lower portion of Cucamonga Avenue with the Pomona-Rincon Road, and provided direct access to the town of Rincon/Prado. A substantial portion of this bridge still remains.

Atchison, Topeka, and Santa Fe Railroad Bridge

A three- or four-span riveted steel train bridge (PB-97) was built in the late 1920s across the Santa Ana River. The steel was sold for scrap by the Orange County Board of Supervisors in 1939, after the tracks were relocated as part of the Prado Dam construction. Portions of the support piers remain.

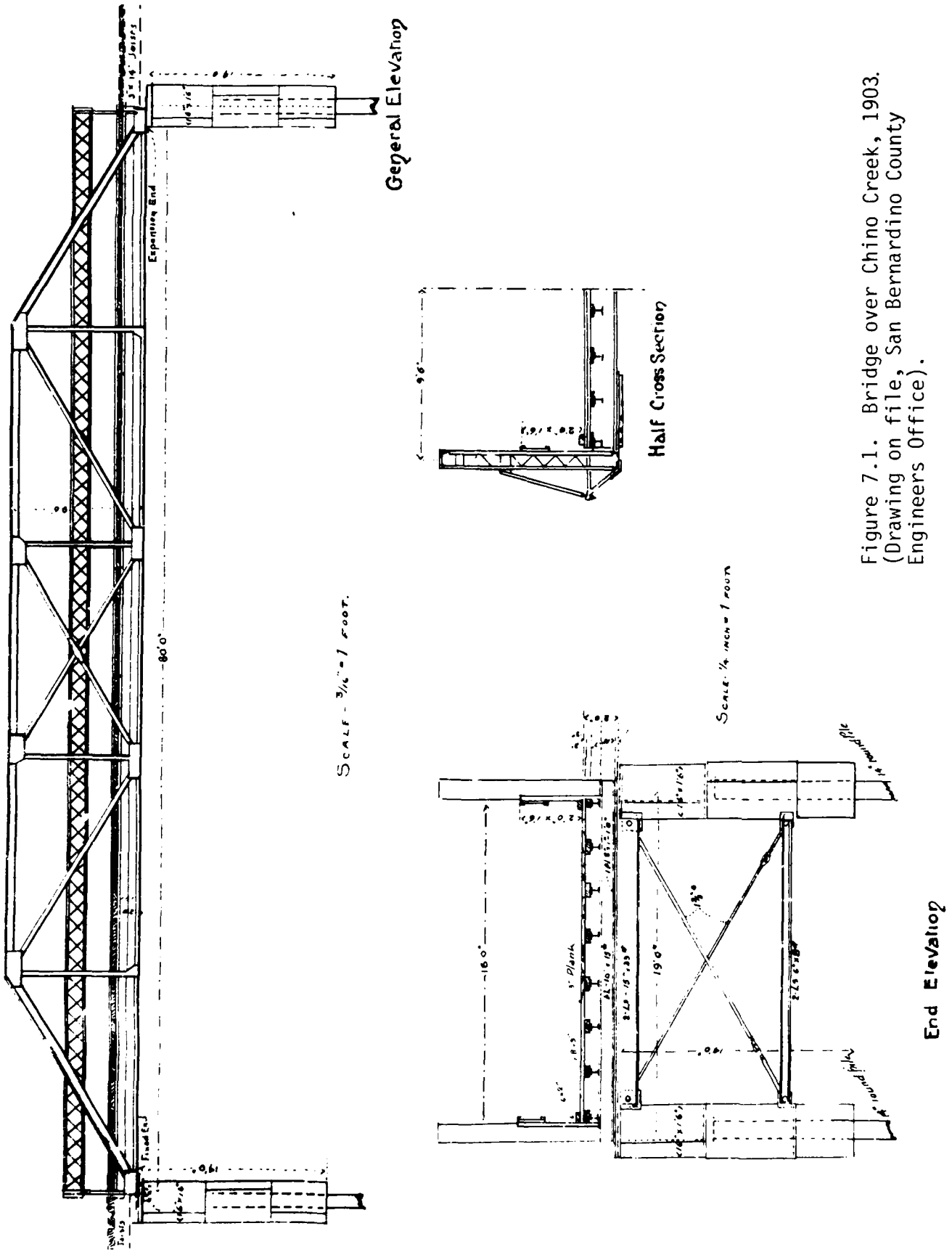


Figure 7.1. Bridge over Chino Creek, 1903. (Drawing on file, San Bernardino County Engineers Office).

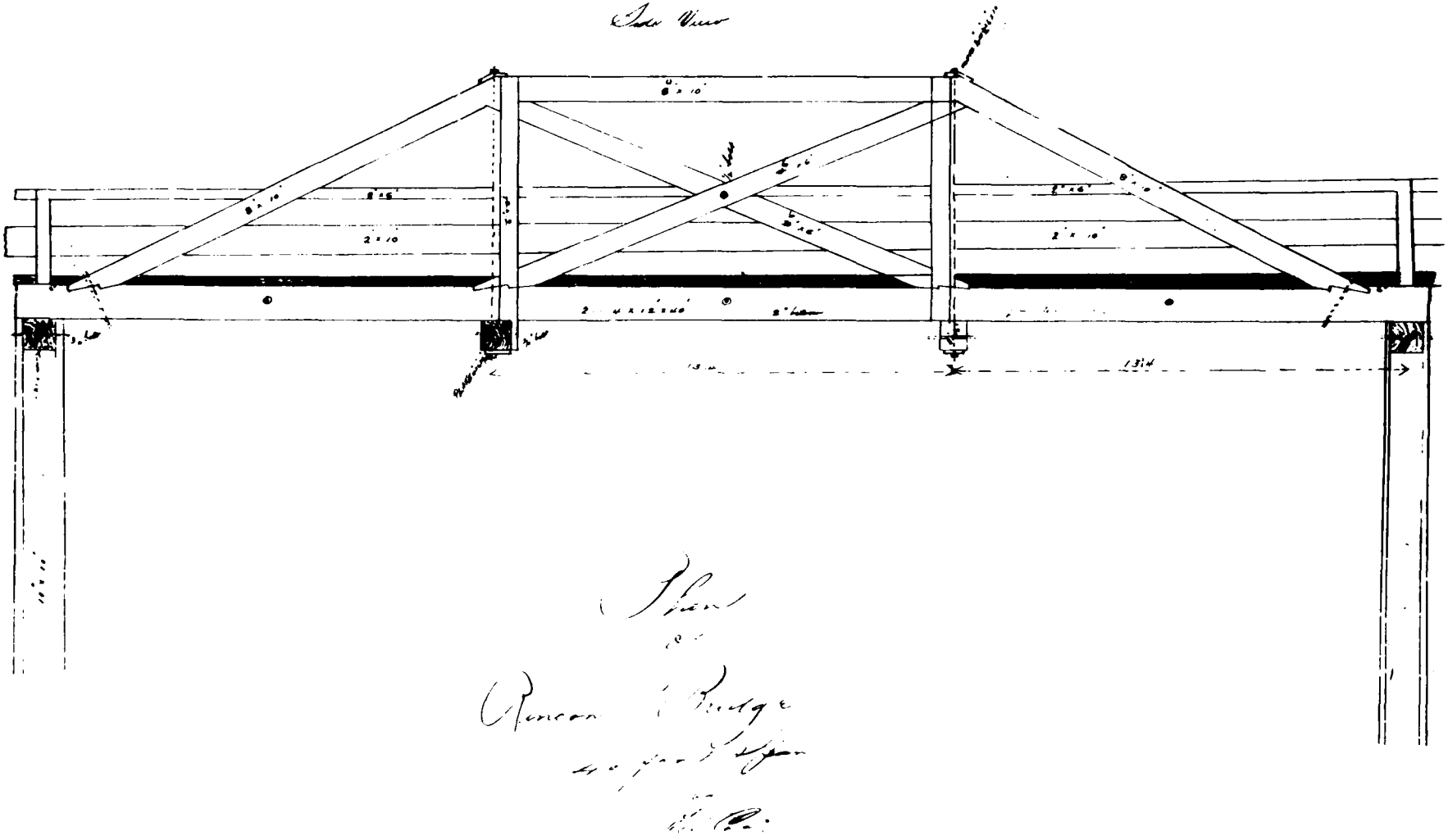


Figure 7.2. Rincon Bridge over the Santa Ana River. (Undated drawing on file, San Bernardino County Engineers Office.)

Although there may well have been other early fords and temporary, short-lived, or home-built bridges, at least five structures have been documented. The earliest records found to date are the 1877 mentions of the bridges across Mill Creek and Chino Creek. The Rincon Bridge, perhaps the first to span the Santa Ana River, was built between 1883 and 1888. One incentive for it may have been the promotion of the new town of Rincon, and its location may be the same as the original Yorba Ford. Later known as the Santa Ana River Bridge, the structure was replaced several times. The railroad bridge was also replaced at least once, and was ultimately sold for scrap. Less is known about the Serrano Bridge. It connected the historic Pomona-Rincon Road with the town of Rincon/Prado, and an antecedent, yet unknown, bridge or ford prior to the estimated construction date of 1900 may have been part of the older historic road network. At a greater distance from the dam and construction area, it is the only structure which remains standing, although partially buried in silt; the streambed has slightly changed its course.

8. CONCLUSIONS AND RECOMMENDATIONS

The underlying objectives of this study were to document the Pomona-Rincon Road as a historical property, and to provide a context for the study of other trails, roads, fords, bridges, and related components of the transportation network in the project area. The research was designed to relate transportation to the broad patterns of history, and to both periods and points in time which have influenced the development of the Prado Basin. The result has been to show in detail, with reference to both individuals and specific place names and locations, how transportation has profoundly shaped such development. The earliest Mission trail from San Gabriel to Guachama led to Guapa, the earliest known historic site associated with Prado Basin area. Exploration groups, such as Jackson's 1831 expedition, crossed the study area boundaries, blazing a trail before any of the land grants had been established. This same trail became one of the first highways in southern California, the Colorado Road, and almost certainly influenced the location of each of the Yorba adobes. The Colorado Road was later known as the Emigrant Trail, a preferred route of thousands of Forty-niners. This same alignment was selected as the the route of the Butterfield Overland Mail, later known as the Ft. Yuma to Los Angeles Road, and then as Pomona-Rincon Road.

The heavy traffic along this route introduced many to the agricultural potential of the basin area and made travel to it relatively easy. The perception, as Ormsby rather indelicately put it, was that much could be made of the area under the hand of sturdy and industrious eastern farmers. As government surveys made lands available, and as the ranchos were slowly broken apart, American settlement began in earnest. This, in turn, led to increased transportation needs and a bureaucratic system of roadway development with many political advantages. The railway provided hope, for a brief time, for the establishment of a manufacturing center, Rincon, as first predicated by a more transient Forty-niner (Bieber 1937:276).

Improved surface transportation, resulting from the State-supported better roads movement of the early twentieth century, probably signaled the end of this dream. Finally, improved transportation may have led directly to a decline in the land value of the Prado Basin farms at just the time that they were being appraised for acquisition by the Orange County Flood Control District and the U.S. Army Corps of Engineers. Ironically, the location of Prado Dam, the construction of which terminated the historical growth and development of the study area, was largely a function of transportation relocation costs.

Few other forces can be said to have had a greater influence on the Prado Basin than transportation. As a result, there is a compelling need to make some recommendations regarding the significance of known transportation-associated cultural features. The routes of many of the earliest roads and trails have been lost to time. Likewise, many of the transportation-associated structures, including Chino Bridge and the remains of the AT & SF Santa Ana River Railroad Bridge, were

substantially altered and ultimately lost their integrity through demolition or decay. In addition, they are not the first known structures at either of these two locations.

Recommendations are offered for three resources related to transportation. The Indian rancheria of Guapa on the route from Mission San Gabriel to Guachama is a name which recurs in all of the early accounts, maps, and survey notes. Evidence continues to accrue that it was within--or at the very least, on the periphery of--the Prado Basin. Not only would this constitute a node and landmark in the early transportation network, but it would be a protohistoric and contact-period site of great archaeological importance. It is recommended that focused research should endeavor to refine the location of Guapa; if this can be confirmed, it would probably be eligible for the National Register of Historic Places (NRHP).

The route of the Colorado Road, as it crossed the Prado Basin, would later become the Emigrant Road and then the alignment of the Butterfield Overland Mail. The portion which can be defined may well be one of the most intact segments of the route in southern California. Perpetuated and still in use as the Pomona-Rincon Road, it is most intact between Euclid Avenue and the townsite of Rincon/Prado. It appears to meet Criterion A (association with events contributing to the broad patterns of history); Criterion B (association with early explorers, travelers, and settlers, e.g. Yorba); and Criterion D (the information it has already yielded, and has the potential to augment, about history). It is recommended that this alignment be nominated for the NRHP.

The Serrano Bridge (PB-95), evaluated on its intrinsic values, would not qualify under Criterion C. It is not the work of a master, and it is not a unique or innovative engineering achievement. However, it is the only surviving bridge within the historic road network, associated with both the Pomona-Rincon Road and the town of Rincon. As such, it should be included within the nomination recommended above, under Criterion C, as a "distinguishable entity whose components may lack distinction" (CFR 60.4).

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LETTERS AND DOCUMENTS: On file, Box 73/87 Federal Archives, Laguna Niguel.

C. H. Purcell to Edwin Kelton, June 2, 1942.
Harold Spickard to Chief, Operations Division, September 1, 1949.
Bernard Pitt to Chief, Operations Division, September 20, 1949.
Harold Spickard to Chief, Operations Division, September 29, 1949.

MAPS: On file, LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS, Real Property Records, Los Angeles.

Prado Dam: Status of Land Acquisition, May 1940.
Prado Dam: Plat of Land to Be Acquired, April 1940 (Sheets 1-36).
Prado Dam: Idex of Plats, Land to Be Acquired, April 1940.

GLO MAPS AND RANCHO PLAT MAPS: On file, Bureau of Land Management, Riverside.

PLAT OF THE JURUPA RANCHO
Shows portion of T2S R7W and land to east
Surveyed by W.P. Reynolds and William Minto
March, April and November 1878

PLAT OF RANCHO SANTA ANA del CHINO
Shows T2S R8W and portion T2S R7W
Surveyed by Henry Hancock
May 1864

MAP OF RANCHO EL RINCÓN
Court Map: Decree of Partition Francisca Carlisle vs. Ex. B Yorba
January 1868

GLO MAPS AND RANCHO PLAT MAPS (continued)

PLAT OF THE RANCHO LA SIERRA (Confirmed to Vicente Sepulveda)
Shows portion T2S and T3S R7W
Surveyed by W. P. Reynolds
July 1869

PLAT OF THE RANCHO LA SIERRA (Confirmed to Bernardo Yorba)
Shows T3S R8,7,6W
Surveyed by G. H. Thompson
October 1868

RANCHO LA SIERRA (Part Allotted to Trinidad Yorba)
Surveyed by Hansen and Solano
Copied July 6, 1878

RANCHO LA SIERRA (Part Allotted to Maria Jesus Y. de Scully)
Surveyed by Hansen and Solano
June 31, 1878

RANCHO LA SIERRA (Parts Allotted to Thomas Yorba, Conception Serrano de Yorba, Maria Jesus Shorb)
Surveyed by George Hansen and Alfred Solano
Copied July 3, 1878

MAP OF RINCON
Legal Description with term "Water Ditch" and J. R. Newberry
Surveyed by James W. Johnson
Recorded May 10, 1887

PLAT OF RANCHO LA SIERRA (Confirmed to Vicente Sepulveda)
Wm. P. Reynolds
Originally Surveyed July 1869
Copy Dated July 12, 1877 at Request of Wells Fargo

PLAT OF RANCHO SANTA ANA del CHINO
Shows T2S R8W and portion T2S R7W
Surveyed by Henry Hancock
This copy made August 1870

MAP OF RANCHO El RINCÓN
Shows Section Lines T2S R7W

MAP OF RANCHO LA SIERRA (Confirmed to Bernardo Yorba)
Shows T3S R8,7,6W
Surveyed by G. H. Thompson
October 1868
This copy made 1871

PLAT SHOWING ROADS IN RINCON RANCH
Shows T2S R8,7,6,W and T3S R8,7,6W
Surveyed by M. L. Cook
July 1904

GLO MAPS AND RANCHO PLAT MAPS (continued)

GLO MAP T2S R7W
Henry Hancock 1856

GLO MAP T2S R7W
August 30, 1873

GLO MAP T2S R7W
Surveyed by William Minto November 1878

GLO MAP T3S R7W
Surveyed by John Goldsworthy October 14, 1875

GLO MAP T3S R7W
William Minto November 1878

GLO MAP T3S R7W
April 1907, James M. Duee

GLO MAP T3S R7W (Supplemental Plat of Section 32)
May 16, 1916

GLO MAP T3S R7W (Supplemental Plat of Section 32)
October 1922

GLO MAP T3S R8W
J. C. Rice 1894

GLO MAP T3S R8W
Henry Hancock 1853-1858